

ARMY



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THE MILITARY SITUATION.

WHEN we ventured to suggest three weeks ago that military operations had closed for the winter, the prediction was based rather on a consideration of the broader facts that lie beneath the surface than of those that meet the eye. Judging from the latter, it might have been hazardous to venture on the prophecy, for the opposing armies East and West still held menacing forts; but there now hardly remains a doubt that, unless the desperate fortunes of the rebels shall tempt them into some corresponding movement, our armies will be allowed the season of rest, recuperation and renovation they so much need.

THE temporary absence of General GRANT from his headquarters at Chattanooga is fresh evidence that there is no present prospect of great active operations in the West, though it is a natural inference from that commander's mental characteristics to surmise that his visit Northward is not without a purpose, having important bearing on the welfare of his army. As we have before said, we think he has before him three good months' work in making it the perfect instrument he will need for his great campaign of the coming Spring.

THE remnants of BRAGG's late army have since the removal of that officer been under the temporary command of General HARDEE; but a dispatch from Dalton, Ga., under date of the 18th inst., announces that General JOE JOHNSTON has been appointed to the command of the rebel army of the Southwest and his immediate arrival at Dalton is looked for. WHEELER, commanding the cavalry corps, who was sent off with BRAGG in the expedition against Knoxville, has succeeded in reaching Dalton. Deserters state that the rebel cavalry are now being re-organized and will be actively employed during the winter. An amusing proof of the starving state of the rebels for some crumbs of comfort was given a short time since in a dispatch to the Richmond papers, announcing "the evacuation of Chattanooga by General GRANT, and his retreat upon Nashville, tearing up the railroad behind him." "We understand," adds the journal, "that General Hardee will pursue!"

WHAT will be the future of General LONGSTREET's column still remains in obscurity. A dispatch from Cumberland Gap, under date of the 19th, states that LONGSTREET has returned to Bull Gap, adding, "it is supposed for the purpose of wintering in Watuga Valley, or with the view of moving into North Carolina;" but we do not imagine that there is the slightest probability of either of these contingencies. LONGSTREET will, beyond a doubt, make his way back into Virginia, if he can—his halt at Rodgersville being but for the purpose of gaining time and checking the Union advance. His campaign in the valley will form one of the most remarkable episodes of the war—and there is no particular of it more remarkable than the fact that he should have been able for now more than

six weeks to subsist his army cut off from all base of supplies and without any available line of communication.

The encounter between General SHACKELFORD's force and LONGSTREET's cavalry at Bean Station, of which we made mere mention in our last issue, commenced on the 14th inst., at 2 o'clock, and lasted until dark. General SHACKELFORD held the ground until that time, when he withdrew with a loss of 150 to 200 killed and wounded. The rebels acknowledge a loss of 800 in killed and wounded; but claim to have captured seventy wagon-loads of stores. Our forces were concentrating at Blair's Cross-Roads, when General SHACKELFORD, who has come on a visit North, left.

INTIMATIONS had been thrown out of a probable retrograde movement on the part of the Army of the Potomac; but thus far there have been no indications of it; nor is it believed that the enemy in his present condition is able to give us much annoyance. The rebel cavalry, owing to the impoverished condition of the horses, is not equal to the task of making any formidable raid on MEADE's line of communications. The last raid, that of Thursday week, shows how feeble these attempts have become as compared with STUART's former bold and formidable enterprises. On the night named a body of STUART's cavalry reported 1,000 strong, made a descent upon the guard stationed at Songster's, three miles west of Fairfax Station, with the view of making a raid on the railroad.

Contrary to their expectations, the company on railroad duty guard there made a stubborn resistance and finally compelled the raiders to retire. They then attempted to burn the bridge over Pope Run, but took to a stampede before doing it other damage than was repaired in course of a couple of hours.

The probable number of re-enlistments into the Veteran corps from the Army of the Potomac is estimated at ten thousand—the delay in indicating the precise date of the thirty days' furlough having caused many to reconsider their first intentions, though General MEADE's late order sets the whole matter at rest.

The secessionists of Baltimore, who still have direct communication with the South, profess to have information that LEE's army is to winter at or near Hanover Court House. The troops already there have commenced the construction of winter quarters.

GENERAL AVERILL has been doing excellent work on the Virginia and East Tennessee Railroad—work which must have an important bearing on the future of LONGSTREET's column. Advancing to Salem, on the 16th inst., he divided his command and proceeded to effectually destroy the railroad over an extent of fifteen miles; five bridges, together with dépôts, cars and immense quantities of stores were burnt. General AVERILL was obliged to swim his command and drag his artillery with ropes across Crog's Creeks even times in twenty-four hours. On his return, he found six separate commands under Generals EARLY, JONES, FITZ LEE, IMBODEN, JACKSON, ECHOLS, and MCCOUSTIN, arranged in a line extending from Staunton to Newport, upon all the available roads, to prevent his return; but he captured a dispatch from General JONES to General EARLY, giving him the position, and that of JACKSON at Clifton Forge; and by nice strategy and admirable pluck and energy he succeeded in bringing his command safely back, after performing one of the most daring and successful raids of the war. General AVERILL's total loss is six men drowned, an officer and four men wounded, and four officers and ten men missing. He captured about two hundred prisoners and one hundred and fifty

horses. General AVERILL closes his very interesting official report in these terms:—"My horses have subsisted entirely upon a very poor country, and the officers and men have suffered cold, hunger and fatigue with remarkable fortitude. My command has marched, climbed, slid and swum three hundred and fifty-five miles since the 8th inst."

THE situation at Charleston continues unchanged.

A painful impression was created in the public mind by the publication in the daily press, a few days ago, of a dispatch pretending to come from Fortress Monroe, and purporting to convey the substance of a telegram published in the Richmond papers of the 19th inst. to the effect that the *Ironsides* and four Monitors had got foul of the obstacles between Forts Sumter and Moultrie, and that the *Ironsides* and two of the Monitors would have to be abandoned. The story had, to a considerable degree, an air of authenticity about it; but the arrival of Richmond papers of dates several days beyond that of the pretended dispatch revealed the groundlessness of it, and the story has been completely exploded by the arrival, direct, of a packet from Charleston harbor. The only disaster that has happened to the iron fleet is the getting aground of the *Lehigh* while on picket duty near Fort Johnson. The rebel batteries opened on her, doing considerable damage, when the other iron-clads went to her assistance and succeeded in getting her off. The *Lehigh* was so badly damaged by the fire of the rebel batteries that she had to be towed to Port Royal for repairs. No one on board was injured. General GILLMORE was shelling Charleston daily from his two hundred pounders. Nothing further of importance had transpired.

GUERRILLA bands continue to swarm in the interior of West Tennessee, plundering, maltreating or conscripting all on whom they can lay hands. The Union commander at Memphis has been energetically engaged in mounting infantry for the purpose of destroying these rebel bands.

GENERAL WASHBURNE holds the coast of Texas from the Rio Grande to within a hundred miles of Galveston, and it is presumed that, as reinforcements have been sent the expedition, that place will be the next point of attack. General FRANKLIN is still at New Iberia with about four divisions.

ADVICES from Fort Smith, Arkansas, under date of the 20th, announce that an attack was made on the outposts of Fort Gibson by STANDWAITE, with a force stated at sixteen hundred. He was repulsed and fell back, taking a part of his force across the Arkansas below Fort Gibson, moving Northeast. Information had been received that two-thirds of KIRBY SMITH's forces were preparing to attack Little Rock; while the balance, anticipating that MCNEILL's forces would be drawn away to reinforce STEELE, would attempt to fall on Fort Smith.

A REPORT reached the North from Fortress Monroe a few days since to the effect that the U. S. gunboat *Daylight* had been blown up by a shell from Fort Fisher (Wilmington, N. C.); but a dispatch from Admiral LEE gives the assurance that there is no truth whatever in the rumor. The *Daylight* is at Beaufort, coaling.

THE Paris correspondent of the London *Spectator* says, in a recent letter, that "everybody in France appears to agree on one point—that an irretrievable disaster of the French troops (in Mexico) or a war with the United States would instantly sound the death-knell of the Second Empire."

THE VIRGINIA CAMPAIGNS.

THE POSITION.

"The cardinal maxim in any American war involving large tracts of country must be to take possession of the railroads"—*National Review*, April, 1862.

THE Eastern zone has been so frequently traversed and re-traversed by the contending armies, that it would appear that every principle of strategy as applied to the peculiar features of this limited sphere of operations must have been made evident, and that it were an unnecessary task to endeavor to elucidate them. The great expectations raised but to be disappointed by the recent movements of General MEADE, the comments which were made upon, and the results expected from them, show, however, that the true merits of the relative positions of the armies of Virginia are not yet understood. Such is the sensitiveness of the public pulse to the movements of these armies, that a full comprehension of the possible operations of either is necessary as a touchstone, by which to estimate the evolutions which take place, and to judge whether or not they are likely to result decisively.

The operations of the armies of Virginia have been confined to a triangle, having Harrisburgh near its salient, North Carolina for its base; bounded on one side by Chesapeake Bay and the Susquehanna, and on the other by the range of mountains called in Pennsylvania the Tuscarora Mountains, and in Virginia, successively, the Shenandoah Mountains, the Middle Mountains, and the Clinch Mountains. Parallel to this range and within the triangle, at an average distance of about 50 miles, is the range of the Blue Ridge and Alleghany Mountains. In the lower part of the valley between them runs the East Tennessee and Virginia Railroad, which forms the connecting link between the operations of the Eastern and Western armies. Through the middle part (the Shenandoah Valley) have come the two great rebel invasions of the North, while in the narrow salient which lies between this ridge and the Susquehanna have been fought the great battles of Antietam and Gettysburgh, by which they have been in each instance hurled back from the free soil of the North.

From its salient this triangle measures 750 miles on its mountain side, 285 on its water side, and 450 miles along the state line of North Carolina. In lines parallel to this base, at 85 miles from the salient, are situated Baltimore, Harper's Ferry and Hancock; at 150 miles, Fredericksburgh and Culpepper; at 180 miles, Sexton's Junction and Gordonsville; at 200 miles, West Point and Richmond; at 220 miles, Petersburg and Lynchburgh. These latter points are connected by a railway system, also forming a triangle, whose sides are nearly parallel to the first. The salient is at Washington. One branch passes through Warrenton at 40 miles, Culpepper at 60 miles, Gordonsville at 80 miles, and Lynchburgh at 150 miles from Washington, and thence crosses into the great valley, which it follows to Knoxville, Cleveland and Dalton; the other commencing by a river link of 40 miles at Aquia Creek, available to us but not to our enemies, continues by rail to Fredericksburgh at 50 miles, Sexton's Junction at 80 miles, Richmond at 100 miles, Petersburg at 120 miles, and Weldon at 170 miles from Washington, where it intersects the State line at 100 miles from the southeast corner of the triangle. These diverging lines are connected by a railroad, 40 miles long, from Gordonsville to Sexton's Junction, and by lines of 90 miles from Richmond and Petersburg to Lynchburgh. This district is intersected by the Potomac, the Rappahannock, the York—separating into the Mataponi and Pamunkey—and the James Rivers, all navigable nearly up to the east line of railroad from Washington to Weldon, and flowing through that portion of their course in a southeast direction and falling into the Chesapeake, in our possession.

When, in addition to the above features, the pine forests and clay roads of Virginia are taken into consideration, it is hardly possible to imagine a theatre of war more broken and varied than that upon which the rival armies of Northern Virginia and the Potomac have manoeuvred and fought. Its peculiarities, however, are distinct and clearly defined, and it will not be difficult to establish the possible military combinations which can be made and the results which may be reasonably expected from them.

The great objective points are Washington and Richmond, the rival seats of Government. Their relative positions, resources for defence, and military and political value, are the main elements in determining the probable course of operations.

Washington, situated on the Potomac, is dependent for its supplies chiefly upon the Washington branch of the Baltimore and Ohio Railway. It is surrounded by no strong position; it is commanded and may be destroyed from the river, and from the Arlington Heights on the Virginia side. It is fortified by a series of well-armed works, connected by rifle-pits, on a circle of an average radius of 7 miles, at intervals of about a mile. To give efficient garrisons to all these works would require about 17,000 men; and it would be absolutely necessary to man the rifle-pits between them, as it would be impossible for independent works at such intervals,

with garrisons of 500 men, to sustain vigorous assaults. Washington would therefore only be defensible in the event of a large army retreating within its lines for protection—an impossible contingency if attacked from the north of the Potomac, as it would be dependent for its supplies upon the railroad, which it would not be in a position to defend. The two invasions of LEE illustrate this. No attempt was made upon the position at Arlington Heights, upon the south side of the Potomac, for there the defending army could safely have fallen back within the lines; but, by a march northward threatening Baltimore, the Army of the Potomac was forced to give battle, for the defence of the capital, in open field, weakened in the fight which was to determine its fate by the absence of the troops shut up in its garrison. Forts at the above intervals are no protection against cavalry raids.

Baltimore is situated with reference to the defence of the Susquehanna much as Arlington Heights are to the Potomac, and works at that point convert it into a fortified *tête-du-pont*, and are therefore of undoubted value. Baltimore is much better situated for the defence of the Susquehanna than Arlington for that of the Potomac; it is much more salient, and being near the head of the triangle, the rebel communications come nearer to it, and for both these reasons are more exposed.

Richmond, situated on the James River, is supplied from the West by the James River Canal, from the Southwest by the Richmond and Lynchburgh and the Richmond and Danville roads, and from the South by the Richmond, Petersburg and Roanoke Railroad. It is covered on the north by the Chickahominy, a swampy and easily defended stream. It is accessible from the North by an army supplying itself from Aquia Creek by the Fredericksburgh Railroad; from the East, by an army obtaining supplies from the White House by the West Point Railroad; from the Southeast, on the north bank of the James, by Harrison's Landing, on the south bank, by an army in possession of Petersburg, or having its base at Port Waltham, in the upper angle between the Appottomax and the James River, or from the West along the James River, by an army hauling its supplies from Beaver Dam, on the Virginia Central. Its communications could with difficulty be threatened by an army operating upon the line of the Orange and Alexandria Railroad; not at all until after the capture of Lynchburgh; and it would be impossible to operate on that line so far south without an army of observation on the north and northwest of Richmond, covering the country between Sexton's Junction and the Canal. A movement from the south side of the James River, is the only one which completely threatens the communications of Richmond. With the exception of the impracticable nature of the ground on the north and northeast, the same remarks which were made as to the fortifications of Washington apply to all that is known of the fortifications of Richmond.

POSSIBLE OPERATIONS.

Having carefully analyzed the theatre of war in Virginia, we are in a condition to examine the possible operations of the contending armies.

The Confederate army could operate upon Washington by the Orange and Alexandria Railroad. After the first battle of Bull Run, Washington was exposed by this route. Since the erection of the works for its defence it has not been so exposed; hence, after the series of defeats under POPE which culminated in the second battle of Bull Run, LEE merely threatened these works while he transferred his army to the north of the Potomac and to a line of operations extending up the Shenandoah valley, his only other aggressive line. This line has very few facilities for transportation. That LEE has been able to operate upon it in two campaigns is due very considerably to the difference of the population of Pennsylvania, Maryland and Virginia, and hence of the quantities of subsistence and forage which it is possible to procure in the country. War can be made to support war with the large armies used in modern warfare only where the population is very dense. In Massachusetts, for instance, the population is 127.5 to the square mile, and there are 73 animals in the same area. Suppose an army of 150,000 men, which would have about 80,000 animals, is able by a proper use of its cavalry to draw subsistence from a district of 1,000 square miles. It will be seen that it is rather more numerous than the inhabitants. After the harvests are gathered, an agricultural district may be expected to have twelve months' provision for man and beast. An army of the above force subsisting in Massachusetts would, with the inhabitants, eat up the years' supply in five and a half months. The district of Pennsylvania inclosed within our triangle is 3,000 square miles, that of Maryland, east of Baltimore and Washington is the same area. The district of Virginia, north of the Rappahannock and east of the Blue Ridge, and the valley divided north of Staunton, are each of about the same area. The density of the population to the square mile is respectively 60, 50, 36 and 30. Independent of the utter exhaustion of the Virginia district, at no time were they able to afford much more than one-half the subsistence which an army could obtain from the districts north of the Potomac. The year's supply, which in Massachusetts

would last 5½ months, would in Pennsylvania last 3½ months, and in Maryland three months, while in north-eastern Virginia it would be exhausted in eight weeks, and in the Shenandoah valley in seven.

Irrespective of these considerations, there is no doubt that the mobility of the rebel army of Northern Virginia is greater than that of the Army of the Potomac. Previous to the Gettysburgh campaign it is doubtful whether they were as well supplied with field artillery as our army; it is certain that they did not transport as much baggage and subsistence. In this respect the Army of the Potomac is much behind the Western armies. The Army of the Cumberland moved upon Chattanooga with 25 days' rations, the Army of the Potomac can only carry 11; its area of manoeuvre is therefore very much circumscribed.

The rebel advance is, by the works on Arlington Heights, practically limited to the line of operations by the Shenandoah valley. South of the Potomac their communications are covered by a mountain chain which renders attack difficult. They could hardly be operated upon with advantage north of Manassas Gap, and to do so at any point would, in the absence of exact information as to what number of troops could be collected to restore it, require a considerable force; for, it must be distinctly borne in mind that to act upon a line of communications in such a manner as to recall the army dependent upon it, it is not enough to interrupt it for a day, it must be held for such a time and by such a force that the supplies of the army become or are in danger of becoming exhausted. North of the Potomac it must be remembered that whatever may be the temporary line of supplies, the permanent base of operations of the Army of the Potomac is Baltimore and not Washington. The most direct line of operations, therefore, against the enemy's communications is that of the Baltimore and Ohio Railroad. Antietam was fought in the direct prolongation of this line; the battle of Gettysburgh was fought on a line north-west from Baltimore. Had the army of General MEADE marched from Westminster towards Hagerstown, instead of upon Gettysburgh, it would have been operating more in accordance with strategical principles; its victory would have been more decisive and the Harper's Ferry garrison would have been able to join it in time. In both campaigns the absence of this force in the decisive action was contrary to all correct principles. At Antietam, had it been withdrawn before being surrounded, it would have made the victory decisive. It could not have reached Gettysburgh in time, and even had it been there, this battle, not threatening in any way the communications of the enemy, could not have been made decisive except by a subsequent fight at the passage of the river at Williamsport, at which period the Harper's Ferry garrison had joined the army.

The fortification of Harper's Ferry and the retaining there of from 8,000 to 12,000 men is one of the most incomprehensible mysteries of this war. It had been admitted by all military men that a small garrison occupying no decisive strategical point, could have no possible influence upon the field of operations. It is difficult to imagine in what light Harper's Ferry can be considered as a point of strategical importance. One would have thought that the capture of the garrison under Colonels MILES and FORD would have demonstrated this point, but it was reoccupied to be refortified, rearmed, and then destroyed and abandoned, and its garrison was uselessly marching over the country when the great battle of the campaign was being fought.

The line of the Shenandoah valley being the only one upon which the rebels can operate successfully, it is difficult for them to err much in their strategical combinations. Why, previously to the fortifying of Washington, Arlington Heights were not occupied is one of the mysteries to be cleared up in the future. JACKSON's operations against BANKS in the valley were both brilliant and sound. As a reconnaissance for future operations, and as a means, by threatening an invasion in this direction, of preventing reinforcements being sent to the Peninsula, it was perfectly successful. A proper conception of the value of this route would have led, however, to the concentration upon it of BANKS and FREMONT at least, and of McDOWELL as well, if necessary, and would thus have prevented this movement. LEE, in his subsequent advances, merely followed a clearly marked route. The supposition that he ever intended an invasion of Pennsylvania before occupying Baltimore is too absurd to be discussed. For permanent decisive results of any character the connection between the permanent base of operations must never be separated. Conquests, to be valuable must be added to firmly acquired possessions. This was the great fault of NAPOLEON's Moscow campaign. An advance into Pennsylvania, with the Army of the Potomac and Baltimore in its rear; even the capture of Washington, if Richmond were sacrificed (for it would be sacrificed without the possession and control of Chesapeake Bay, and by which alone it could be converted into a permanent point-de-depart) would be like CHARLES XII.'s Pultwa campaign, brilliant but fatal.

In another article we will discuss the lines of operation of the Army of the Potomac against Richmond.

CORRESPONDENCE.

WHICH FARES THE BETTER?

To the Editor of the Army and Navy Journal:

SIR:—I noticed in your issue of the 28th November a letter from an Army officer complaining of the advantage which the Navy has over the Army, in the distribution of prize money. With your permission, I will explain to him a few points which he appears to be totally ignorant of.

First—his remarks about the "fortunate neighbor" do not apply to more than one-tenth of the Navy. A few vessels, who are fortunate enough to get a "roving commission," have captured some valuable prizes. The crews of these vessels have, of course, under the existing laws, made quite a sum, but let me assure our friend from the Army that these are very rare cases. For instance, take my case. Here we have served three years in the Gulf of Mexico, have met the enemy many times, under Admiral FARRAGUT, and always with honor to ourselves and the Nation, and yet in that three years I have never received one cent of prize money. Meanwhile, men in other vessels, who have never been within hail of an angry shot, count their prize money by thousands. Mine is not an isolated case; it is the case of two-thirds of the "three years men" in FARRAGUT's squadron.

Second—The Army is furnished with clothing, while this is our great item of expense. We have to pay the highest price for the poorest articles. Since the war broke out, the price of clothing has doubled, but our pay has not been increased one cent. At the breaking out of the war, flannel (the principal article of wear in the Navy) was thirty-five cents a yard; it is now eighty, and everything else has risen in proportion.

Third—The Army is free from the baneful influence of salt provisions. The Army being on land can, of course, get all the fresh provision they need [not always, EDITOR] while the poor "Jack Tar" will live six or seven months on the blockade, and not see a piece of fresh beef, on an average, once in two months. Another point for our friend to consider is the fact that any able-bodied, well man can be a soldier, while the sailor has to learn his profession in the roughest school. To read of a storm at sea before a warm fire in the parlor grate is, no doubt, very pleasant; but "blowing your fingers on a topsail yard," of a cold, wet night, is altogether a different affair. Let our friend, the officer, spend a month on our coast in winter, and he will change his opinion with regard to the easy time our blockaders have.

And lastly, let me call his attention to yet another important fact. The soldiers' families are provided for by "State aid;" he has no fear of their being left to starve. While the wife of a "poor Jack" has nothing but his half-pay to depend on, and a very small pittance it is. Soldiers get from three to seven hundred dollars as bounty. Did our friend ever hear of Jack getting a bounty? Yes, he did once. At the time of the war in China fifty dollars were offered, but on signing accounts, on arriving on the station, what was his astonishment to find it deducted from his pay, as advanced wages!

Now, of course, it is nothing but right that soldiers should be paid for batteries which they capture. We acknowledge that their risk of life is at times greater than ours. It is highly proper that the Army should be encouraged, but I would advise the officer in question to try a month on our coast blockade before he overestimates its comforts.

MASTER-AT-ARMS.

FROM PORT ROYAL.

To the Editor of the Army and Navy Journal:

SIR:—We are in receipt of your—us, Army boys—welcome and truly soldier's paper. Sir, allow to me congratulate you on the praise you get in this Army for furnishing us with so good a paper. I have perused your paper very carefully, and must say that the articles, so far as this department is concerned, are very accurate. One article I noticed particularly, a sketch of the United States Military Academy at West Point. It is rumored at Port Royal that next year all appointments to West Point will be made from the Army. I think that this is the best thing the War Department has ever done. By taking young and meritorious men, who are otherwise qualified, from the Army, students will be obtained who know something about war. When a young man has served a couple of years in the army, and has then gone to West Point for four years, you may be sure that he will stay in the army for some time. If a man wants to become an officer, a military education is worth a great deal to him. I have been in the service long enough to see the advantage of a military education. An officer with this qualification is thought more of, is trusted further, and is number one for promotion. This department is getting along finely. The troops are in excellent health, and in fact they are spoiling for a fight. But we will have to wait on General GILLMORE's motions. He is certainly the right man in the right place, and knows when to "bruise" with the rebels. Hoping that you and your paper will prosper, I am yours,

A. D. C.,
Port Royal, S. C.

DEPARTMENT OF MISSOURI.

To the Editor of the Army and Navy Journal:

SIR:—Since my last to you nothing stirring in the military circle has taken place. A few days since the river detectives discovered a plot to burn the steamer *War Eagle*, on her way from New Orleans to this port. A cigar box found under the main deck contained a small tin box filled with powder, and two vials of turpentine, well packed in cotton. A fuse ran from the mouth of the powder can over the cotton, and outside of the cigar box. The only thing that saved the vessel was that the fire went out as it reached the box. Another plot was discovered not long since. A small six pound shell, loaded, was found in the coal pile of the steamboat *Memphis*. It was discovered just as the firemen were throwing it into the furnace.

Eleven prisoners escaped from the Gratiot street prison last night. They undermined the wall and dug through under a house about sixty feet into another cellar, and then

made their way to the street. Their skill at digging has suggested the thought that they may be some of the party who are to dig the "last ditch" for the rebel government.

The Gratiot street prison now holds some of the worst spies of the rebellion. They are well known in the West for their bravery and daring. A. C. GRIMES, of St. Louis, has visited nearly all the military posts in this and the Department of the Tennessee. He has been a prisoner six times. He escaped about a year since, and was captured in this city with a large rebel mail, was tried and sentenced to be shot, but before the day of execution arrived he again made his escape, again to be captured a few days since, at Memphis. He is now in close confinement in this city. ROBERT LOUDON is as notorious as GRIMES. He has been caught twice before, and each time has managed to escape. Last winter he came to this city to take away a rebel mail: he escaped, but the mail was taken. It contained valuable information for the rebels. He is now being tried by military commission. CLINT BURBRIDGE, brother of the rebel General BURBRIDGE, of PRICE's army, and now a prisoner at Johnson's Island, was captured last summer on his way to North Missouri, to take a body of men to PRICE. He did the same thing the summer before, and got through safely with them. SAUL CLIFFORD was taken with a map of Kentucky on him showing the position of all our troops. He has been tried, and the papers have been sent to Washington for the action of the PRESIDENT. Dr. WRIGHT was captured with a rebel mail, and he has been tried and the case sent to Washington. Those who harbored him have been banished beyond our lines.

General MARCY is here to inspect the various offices of the department. He will find them all in good order. P.
St. Louis, Dec. 14, 1863.

SOLDIERS AND SAILORS.

To the Editor of the Army and Navy Journal:

SIR:—In looking over your paper of the 28th November, I noticed an article from a soldier, complaining that the soldier fared worse in the matter of pay than the sailor. Now a soldier's pay for three years, at \$13 per month, amounts to \$468. He also gets a bounty of three or four hundred dollars, and sometimes more; so that his pay for three years will not be much short of \$900. A sailor's pay, at \$12 per month and \$1.50 grog money, will give him at the end of three years \$436. We get no bounty; and, unless we chance to belong to one of the blockading vessels, we get no prize-money. If we did belong to one of these vessels, it is even then a chance if our entire pay would equal that of the soldier. Not more than one-half the vessels that comprise the Navy are entitled to prize-money by the present law, and yet all the vessels are expected to be fully manned. It is an ugly fact, known to those in authority, that there are several vessels ready for sea, but detained for want of men. Vessels have also been sent to sea without their full battery, because men could not be had to man the guns. Now, if all the prize-money was made one fund for the benefit of all vessels doing duty on the coast, enlistments would increase, and men would come in the Navy where they now go in the Army, because of the large bounties. The blockading vessels get the prize-money, while the vessels that are up the rivers and creeks do the fighting, get hard knocks, and no prize-money.

Soldiers get soft bread often;—such a thing is never served out in the Navy. Soldiers have a sum of money allowed them for clothing; while in the Navy we have to pay exorbitant prices for everything. A soldier, by good conduct, has a good chance for promotion, with handsome pay; if a sailor is promoted, his pay just covers necessary expenses, and no more. And yet, with these advantages the soldiers have over sailors, "Officer" wants to be paid prize-money for capturing cannon. Congress raised the pay of our officers and soldiers, but forgot the

BLUE JACKETS.

ORGANIZATION OF INFANTRY.

To the Editor of the Army and Navy Journal:

SIR:—Most of us think that our system of organization and drill is the acme of the science; but the truth is, there is room for bettering it. In the first place, let us turn to organization, and begin with that unit of an army—the company. On a war footing, it ought to consist of 100 men (including six corporals), 4 sergeants and 2 buglers—the last armed with rifles, as well as the others—and three officers; in all 109 men.

Second—Let the company be "told" into two sections, and three sub-sections. If reduced about one-third, let it be told into two sections only.

Third—Let two companies form a bi-company. This term I use because it shows the force of the body, and because it is wrong to use the term "division," it being now applied to two bodies of men. Every one sees that.

Fourth—Let three companies form a half-battalion.

Fifth—Let six companies form a battalion.

Sixth—Let the companies be numbered only from one to six.

Seventh—Let the bi-companies be lettered from A to C, in order that too many numbers may not be applied to parts.

Eighth—Let two battalions form a regiment.

These changes I base on the fact that it is better to have a few strong companies than a greater number of weak ones, for, in time of war, they rapidly dwindle, as the present great war plainly shows us. It is also necessary, for if a body of men can be directed by a small number of officers, why put more over them? Then, as to the terms, it is, of course, well to have them plain, so that every one may understand them. Next, to show why six companies are the best number for a battalion. In line, the battalion of about 650 men is, of course, more mobile than the stronger one. It can mass and deploy in less time, and in massing in order to meet cavalry its outer parts are less liable to be cut off. Then, in the din of action, the commands may be heard, as they cannot in a stronger body. In the next place, in column, the six-company battalion presents less depth to an artillery fire than the greater body; and, in the column by bi-companies, a shallow mass only is the mark under fire, which, by throwing out the rear bi-company, to cover the

advance of the body, becomes a mere double line. In this point of view, then, the six-company battalion is plainly better than that of two or four more companies—the latter is decidedly bad.

It may be feared that the battalion will dwindle down too soon; but that cannot happen if there are two battalions in a regiment, for if, by hard service, the two battalions fall below 250 men each, the second can be consolidated with the first until the two could be filled up, when they would, of course, again be reorganized. I may say here that 250 men should be the minimum limit of the battalion, twenty files to the company, and, as soon as the two in a regiment fall to that number, the second should be consolidated with the first. By this means the first battalion will never have less than 400 to 500 men. In this point of view, then, the organization of two-battalion regiments of six companies each, would also be an advantage.

EX-OFFICER, ARMY OF THE POTOMAC.

THE RANK OF THE STAFF—CHIEFS OF STAFF—AIDES-DE-CAMP.

To the Editor of the Army and Navy Journal:

SIR:—Since my previous communication in regard to the rank of the staff, the annual report of the General-in-Chief has been made public, wherein he recommends that the rank of the chiefs of engineers and ordnance at corps headquarters should be the same as that of lieutenant-colonel, because they have duties and responsibilities equal to those of the other heads of staff departments. In point of fact, there is very seldom indeed an engineer officer at corps headquarters, save when the corps constitutes an entire military department; and, with the same reservation, it is true that the duties and responsibilities of the corps ordnance officers are quite light when compared with those of the assistant adjutant-general, chief quartermaster, and chief commissary. But it would be generally conceded as just, that the chief engineer of a department of two or more corps should be a colonel, and of a department of four or more corps a brigadier-general; and, if there is to be a chief of ordnance, distinct from and owing no responsibility to the chief of artillery, that the chief ordnance officer of a corps should be a major, of a department of two corps a lieutenant-colonel, and of a department of four corps a colonel.

The General-in-Chief further proposes, that the Inspector-General's Department should be increased and merged in the Adjutant-General's Department. This is evidently sound. My original suggestion looked to no further change of the existing order of things than was needed to render it homogeneous and uniform. But, if General HALLECK's recommendation is carried out, the rank of the assistant inspectors-general should be one grade below that of the assistant adjutants-general of the same organizations,—that is, for divisions, corps, departments of two, and departments of four corps, they should be, respectively, captains, majors, lieutenant-colonels, and colonels.

CHIEFS OF STAFF.

I am not Dame PARTINGTON, to attempt with my private mop to keep back the rising Atlantic; so I shall not ask the question that rises to my lips, What have we gained by chiefs of staff? It is a fact that this iron is mortared into our military economy. It may as well be recognized and provided for. Instead of being left to chance, it ought to be enacted by law, that the commander of any department of two or more corps may detail a brigadier-general, and that the commander of any department of four or more corps may select a major-general as chief of the staff of such department; and that no such details shall be made except as herein authorized. The last proviso is intended to cut off the absurd custom, occasionally indulged in by commanders fond of retinue, of having a general officer as chief of staff of a single army corps. I say absurd, because it is quite possible for a corps commander to perform his duties without such assistance, because good corps commanders do without it; and because the practice has never yet produced any good result, or indeed any other result than the erection of a sinecure for the chief of staff, or the establishment in his person of a scape-goat for the shortcomings of his commander. Often, by subdividing responsibility beyond the limits of practical utility, it has worked incalculable evil.

AIDES-DE-CAMP.

The unlimited corps of "additional aides-de-camp" was a practical confession on the part of the Government, that, at the time that lame device was resorted to, we knew not what staff was needed for what organizations. Fortunately, the enormous abuses which attended the practical exercise of this unlimited appointing power soon led to its repeal; but not until after several hundred officers of all grades, from colonel to captain, had been crowded into the evanescent organization. No duty, no command even, was thought unsuitable for an "additional aide." It was hard to resist the claims of any deserving and of many undeserving officers for promotion in this corps; because such promotion, however exaggerated, worked no direct injury to the claims of others. Abuse killed this brilliant scheme; but we have nothing in its place.

I suggest the following as a proper scale for the appointment and selection of aides-de-camp:

For a brigade, two first or second lieutenants, selected by the brigade commander from the brigade, and remaining with it.

For a division, three first or second lieutenants, selected by the division commander from the division, and remaining with it.

For a corps, of two divisions of three brigades, one major and two captains, appointed by the President, by and with the advice and consent of the Senate, and accompanying the corps commander when he is assigned to another corps. An additional captain for each additional division of three brigades.

For a department of two corps, a Lieutenant-Colonel, a Major, and two Captains, similarly appointed.

For a department of three corps, same as for two, with an additional Major.

For a department of four corps, a Colonel, two Lieutenant-Colonels, and three Majors.

For each additional corps, after four, an additional Major. When the corps or department aides are relieved from

duty with the corps or department for which they were appointed, they should either be assigned to others or mustered out of service.

It should be provided that all additional aides now doing duty in any of the staff departments or as Aides-de-Camp, should be transferred under the proposed reorganization before making any new appointments. This will very considerably reduce the number of new appointments and at the same time thin out the ranks of an anomalous organization.

The subject of Provost-Marshals deserves consideration in a separate communication. OLD REGULATIONS.

THE PAST, PRESENT AND FUTURE OF FORTIFICATION.

THERE is no subject of public interest upon which more talent, skill and high scientific attainment have been exercised than upon that of fortification. From the days of DEMETRIUS, surnamed POLIORCETES, from his skill in the art of attack, and of ANCHIMEDES, renowned equally for his science and his defence of Syracuse, to the present time, human ingenuity has exhausted its resources upon this important theme. There are but few clever pupils of any military school whose first inventive essays have not been the devising of a method of fortifying of their own; while the CORNHORNES and VAUBANS of the great era of sieges, and engineers of the highest repute for science and experience of our own day, have each put forth their peculiar views of the best manner of attaining the desired end in some project of a fortified line.

It would be impracticable in this article to enumerate the productions of so many inventive minds. Those who are curious in the matter will find their labor repaid in looking over Mandar, the work of a French civil engineer, but of considerable merit, both in its information and the correctness of its views; and the more recent one of DE ZASTRON, on the history of permanent fortification, which brings it down to our own day. A perusal of these works will show the engineering student "how little there is new under the sun" in fortifications as in all other human contrivances; the latest invention, in many cases, being but the resurrection of some long-forgotten notion, put forth with modifications as something new. Like every other human device, fortification has followed the phases of man's civilization, and the improvement of his inventive faculties. It has been his chief reliance, at all periods of history, against the assaults of a foe superior in strength; and being thus a main obstacle that the enemy has had to overcome, the wits of both parties have been fully exercised, the one in devising new and more powerful means of attack, the other corresponding measures of defence. Thus the impregnable fortress of one period becomes, in its turn, a monument of weakness in another; and what withstood the assaults of assembled hosts for years centuries back, would, perhaps, yield in twenty-four hours to the means of attack of to-day. Unfortunately, human foresight is powerless to apply a remedy to such a condition of things; the pressing wants of to-day cannot be put off, in the hope that something better may be found in the future. The State must use for her preservation such means as are at hand, though at the risk of seeing all its labor but in vain a few years later. VAUBAN, in presenting to LOUIS XIV. what is known to engineers as his third method, is said to have assured that monarch that in it he had exhausted the resources of his art; and MONTALEMBERT, though an officer of cavalry, but with far more self-confidence than VAUBAN, spent a fortune in publishing, and his days in controversy in defending, his projects of fortification, which he declared to be impregnable. Yet the *chef d'œuvre* of VAUBAN have more than once yielded after but a short siege; and forts Pulaaki and Sumter have but too well proved the weakness of MONTALEMBERT's main reliance—guns in casemates—when opposed to the heavy artillery of our own day.

Nevertheless, fortification is an art based upon well-settled principles, applicable to all times; its rules of practice alone varying as the art itself progresses. For the comprehension and just application of the former, the engineer must be peculiarly endowed by Nature; not only with superior mental powers, but with those faculties which go to form an engineer: for the exercise of the latter, good instruction with fair abilities will suffice. This is true in all the arts; that it is so in engineering we have only to point to those who have exercised it. VAUBAN stands out preëminently in the first class; not so much for what he invented, for there is hardly any one element in his measures for defence which had not been either suggested or applied before his time; not so much for his improvements in the attack, admirable as they are, and still followed as the best in the present day; but for the consummate art he has shown in adapting the resources of fortification to every variable feature of locality which he was called upon to strengthen. This it is that constitutes the true engineer; and in this VAUBAN has had no superior, and he stands to this day as the authority to whom all appeal.

Systems and methods of fortification are taught in the schools; for technical information must be conveyed through some channel, and these, as they give the ideas of men of standing in the profession, are excellent exercises in training the young engineer; but they do not constitute the art of engineering;—they are merely a preparation for its practice;

a necessary apprenticeship towards mastering its principles and details. Since the time of MONTALEMBERT and CARNOT, the engineers of Europe have been divided into two schools; the French, whose engineers for the most part from the outset adhered to the methods of VAUBAN and his successor CORMONTAIGNE, while they opposed the views put forth by MONTALEMBERT; the most of the engineers of Germany, on the other hand, have adopted the methods of MONTALEMBERT and CARNOT, and, under the name of the *polygonal system* of fortification, have constructed very extensive works at various points in Germany. This diversity of opinion in the schools has, as a matter of course, led to a great amount of controversial writing, which has settled nothing. The fact being that a system of fortification is either good or bad, according as it is understandingly adapted to the site to be occupied, or the reverse; and he alone can lay claims to the title of engineer who, from the great diversity of elements offered to his choice, can select and apply what is best suited to the case before him.

The more recent defences made by the Turks against the Russians, and by the latter in turn against the allied French and English, have given a great prominence to strong field-works as a defensive element to compel an enemy to the operations of a siege; and this view has been very much strengthened by the recent siege operations which we have carried on against the rebel works at Yorktown, Vicksburg and Morris Island. These facts are of peculiar importance to ourselves, for no war will probably find us in a prepared state for it, and, in such cases, we shall be compelled to cover our large cities from the attempts of an enemy by strong field-works, as has been done at Washington. But we must not be misled as to the true value of this class of works, and suppose them of equal strength to permanent works. Marshal NIEL, in his narrative of the engineer operations at the siege of Sebastopol, appends this note near the close of his narrative: "Struck with the length of the siege of Sebastopol, some foreign officers have put forth the opinion that 'revetted scarps of masonry are not of incontestable utility in the defence of forts."

"Sebastopol, a vast intrenched camp defended by field-works of a strong profile, owed its principal strength to an 'armament which a grand naval arsenal alone can furnish, and to a numerous army whose communications with its region of supplies were at all times unobstructed."

"If it had been enclosed with a line of fortification having good revetted scarps, and if it had been necessary to breach these in order to get within the place, and that through the narrow defiles of these breaches defended in their rear by an army ready to charge the heads of our columns, Sebastopol would have been an impregnable fortress." To this Marshal NIEL adds, that owing to the want of this safety against open assaults, procured alone by revetted scarps, the Russians were obliged to keep large forces at all points under arms day and night, where in exposed positions they were hourly decimated by the overwhelming convergent fire brought to bear upon them. The question between the properties of what are termed permanent works and of field-works is here placed upon its true basis. When NAPOLEON estimates that 60,000 men in a first-class fortress should resist the efforts of 300,000 to get possession of it, he supposes the fortress to be secure from the passive strength of the works, and therefore requiring but a small force at any one point to guard it from surprise. There is nothing new in this capacity of earthen parapets of the usual dimensions to withstand for a long period, with such repairs as the besieged can find opportunity at night to give them, the effects of heavy artillery. So far from it, that it has been a well-settled maxim of engineering, from the time of VAUBAN, to cover all masonry by earthen masks, leaving the earthen parapets alone exposed to the enemy's guns. That some changes will be demanded in their dimensions to increase their resistance to the effects of the shells of heavy rifled guns, is probable. The longer range of the arms lately introduced into all services, will have less effect upon the changes in the present forms and dimensions of fortifications than is generally imagined. These improvements will rather enure to the benefit of fortifications. So far as the qualities of the fortifications are concerned, it is but of little consequence whether an enemy can open with a range of 5,000 yards or of 2,000, as hitherto. He will probably prefer to reserve his fire until he can get within a more certain point of destructibility. The danger of these long ranges is not to the fortifications, but to what is within them, as a city, arsenals, &c.; and to put these out of range the fortifications will have to be thrown further in advance: a greater expense, it is true, but in no manner affecting fortifications as such. So far as the effects of small arms are concerned, the cases will be exceedingly rare where any change from what now obtains will be called for. There is nothing new in the common siege trench with the new name of *rifled pit*, of which we hear so much. No siege has ever been carried on in modern times without their use on both sides; and they have been used and recommended as a speedy means of putting men under cover on the field of battle by high military authority; but they are only an expedient, certainly

inferior in every respect as a passive obstacle to a good parapet with a ditch in front of it.

As in the methods of defence so in those of the attack. The latest sieges have developed nothing new of importance, so far as fortification is concerned. What was practised long ago, is still recognized as the best now. NIEL, in the work before quoted, says of the Russian sorties: "These night attacks, so often renewed, were far from intimidating our troops; but we lost in them our bravest men, who throwing themselves beyond their parapets, to drive back the enemy with the bayonet, lost all their advantages of position within the trenches. The General-in-Chief decided, 'for the future, in accordance with the precepts of VAUBAN, that so far from attempting to check a sortie, our soldiers should allow the enemy to become entangled, as far as he would, in the mesh-work of the entrenchments, abandoning him the unfinished portions, for the purpose of placing him in an exposed position to the fire of the parallels and other trenches prepared for defence; these last were alone to be disputed with obstinacy; and finally the troops were not to sally out on the enemy until it was perceived he was disconcerted and broken, and prepared to retreat; moreover, it was directed that the pursuit should be arrested sufficiently soon to withdraw the troops from exposure to the fire of the enemy's works, which would be opened as soon as he found shelter within them."

The chief improvement that fortification now looks forward to, is in the application of iron as a means of passive resistance. We have been the first to make this application, in lining with it the cheeks of embrasures of casemated sea-coast fronts; but this remedy, sufficient probably even against iron-clad vessels, when these works shall have been armed with the heavy guns intended for them, would prove very inadequate if attempted on land fronts. Here iron turrets, performing the same functions that CHONMARA assigns to his casemated traverses, will probably be the means resorted to. It is very certain that with the long ranges and heavy projectiles now being introduced, no masonry that can be reached by them will resist their effects; and that the polygonal systems which depend for their flanking arrangements on casemated caponiers of masonry, will in this respect be peculiarly exposed.

As has been stated, the longer ranges of guns will require fortifications intended to cover cities or military arsenals to be advanced so far to the exterior, as to prevent an enemy from taking up any position from which he could attain the point covered. This will lead to a greater development of works, and will naturally, to avoid excessive cost, lead to the occupation of only the most prominent features by strong, permanent, isolated works in defensive relations, leaving these to be connected, when necessary, by lines of field-works to be held by an active force.

In the methods of the attack, but few changes thus far have been indicated by the heavier guns used in the defence in the more recent sieges. Heavier bomb-proofs of timber and earth combined for siege batteries, as well as thicker parapets, may be required. Among the temporary expedients of which both parties are seldom wanting in applying, both in the attack and defence, strong temporary bomb-proof shelters for the troops will be indispensable in small confined works, and in siege batteries exposed to a heavy fire, from the large number of shells now thrown from guns as well as mortars.

TRAINING SHIPS.

INSTRUCTION OF SHIP'S BOYS.

WE have endeavored to show some of the advantages which might reasonably be expected to accrue to the Navy from the adoption of a system of education of boys on board permanent school ships, stationed at various points on our Atlantic and Pacific coasts. But we would not be understood as saying that that is the only means of education, or that we should wait for the establishment of those ships before beginning to do something for the Navy of several years hence. On the contrary, we would find it to our account to at once quadruple the number of boys allowed to each vessel now in the service, and let their education begin forthwith. This suggestion may seem rather to contradict the sketch given in a former number of the way boys were brought up in the Navy, their greatest accomplishments after a three years' cruise being to burnish priming irons and scrub side-ladder; but we would couple with our present suggestion that such orders should be issued as will not leave it discretionary with the officers of a vessel whether to neglect, or care for, the boys placed under their charge. A certain course of instruction should be required, and no boy should be promoted to landsman, no landsman to ordinary seaman, unless found qualified by an examining board composed of three officers of the vessel. In this way, provided all commanding officers could be made to see the value of the raw material placed in their hands, and the necessity of working it up to the best possible advantage, a large number of boys would see active service in time of war, and become in no very long time good and useful seamen, habituated to the discipline of the service.

The custom is so general of quoting high authority for the support of one's opinions, that we will conform to the rule by transcribing a short passage from the life of the highest naval authority we know of. In the memoirs of the great and good Lord COLLINGWOOD we read: "The difficulties of manning the fleet had increased with the length of the war, and were particularly felt on the Mediterranean station, where there were few opportunities of recruiting its numbers from merchant vessels. Early after the mutiny of the *Nore*, he had been studious to discover some means of avoiding the too frequent recurrence to the system of impressment, and had found that boys from twelve to sixteen years of age, acquired rapidly the order, activity, and seaman-like spirit of their comrades. In the climate of the Mediterranean they often, in less than two years, became expert topmen, while adults, who had been little habituated to the sea, were generally ineffective and discontented. He accordingly proposed to the Admiralty to raise yearly five thousand boys, and send a large proportion of them to his command, where he would have them taught and prepared in ships of the line, before they were sent into smaller vessels."

Many other authorities might be cited in proof of the great value of boys properly brought up, and the comparative uselessness of men enlisted as "landsmen." The latter are generally too old to learn "new tricks," are stiff jointed, and evince little disposition to improve themselves.

It would be supererogatory in us to decide what should be the course of instruction for the boys in actual service, or how this instruction should be carried out. Far be from us any such presumption. But by way of illustrating our own remarks, we beg leave to drop the general discussion to take up a few of the particular points. We should like to see all ship's boys carried through the following general course with the most thorough instruction practicable: The use of the compass, lead and log; knotting and splicing; making mats; the use of the "palm and needle;" the names and uses of the different masts, yards, and sails; to steer; the duties peculiar to the different parts of the ship; pulling in boats; the names of the parts of a ship, as the frames, planking, external and internal fittings, etc. This might be comprised in the course of seamanship, and be carried on during certain hours of the day, or certain days of the week, and should be combined with frequent exercises aloft. We have known boys to be sent aloft regularly every morning at seven bells, up one side, over the mast-head, and down the other, and it is a good plan when they have nothing else to do. The gunnery instruction might consist of the names of the parts of a gun, carriage, and implements; the whole method of loading, firing, and sponging; the stationing of a gun's crew; securing a gun for a gale; securing a battery with a hawser; shifting carriage, truck, lock, etc., and the words of command for exercise.

In small arms, the manual, school of the company, besides instruction in howitzer exercise and use of the naval pistol.

In the naval cutlass exercise, the points and guards, attack and defence, the inspection exercise, and the words of command.

In making signals.

The foregoing course can be carried out on board of many of our ships, now afloat, and it only requires the fashion to be set by somebody to anticipate the regulations which are sure, sooner or later, to enforce it.

In the above course, there are many points omitted, as it would be impossible, in this space, to note everything. We note, therefore, but two, which we think all-important: cleanliness, consisting of a clean person and neatness in dress, and great punctuality, both in returning from leave, and in matters pertaining to duty. We think the former is deserving of special attention, for which purpose boys should be given frequent opportunity of bathing, and be instructed to mend their own clothing. We say nothing here of reading, and we are bound to confess to being so deeply imbued with the spirit of "foggyism," that we would rather see a sailor quietly inserting a foretop-sail of blue flannel into that part of his garments which was all that WASHINGTON IRVING saw (as he tells us with his quaint humor) of the "Great Unknown," as he got in his carriage, than to reading most of the books which fall into their hands: for the most popular books are those of a libidinous character, which, of all places, on board ship exercise their most baneful influence.

In conclusion we trust that nothing we have said will be construed into a wish to disparage our seamen now in service. They have done well, and we cheerfully join in the meed of praise so justly awarded them—but it is the future we look to—the future.

JOHN F. COOK, for violation of his oath of allegiance and taking up arms against the United States, has been condemned to be shot. Upon the recommendation of Major-General Schofield, commanding the Department of the Missouri, the President has commuted the sentence to imprisonment in the Alton Penitentiary during the War.

THE MONITORS,

THEIR CONDUCT, ENDURANCE, AND INVULNERABILITY.

We find among the documents accompanying the Report of the Secretary of the Navy the report of Admiral DUPONT, in relation to the first attack upon Fort Sumter. It includes the reports made to him by the commanders of the Monitors in that action, and is therefore valuable as giving the opinions of experienced naval officers in regard to the conduct of these vessels, and their statements of the injuries sustained in the assault.

In his first report, dated April 8th, 1863, Admiral DUPONT says:

Owing to the condition of the tide and unavoidable accident, I had been compelled to delay action until late in the afternoon, and toward evening, finding no impression made upon the fort, I made the signal to withdraw the ships, intending to renew the attack this morning. But the commanders of the Monitors came on board and reported verbally the injuries to their vessels, when, without hesitation or consultation (for I never hold councils of war), I determined not to renew the attack, for in my judgment it would have converted a failure into a disaster; and I will only add that Charleston cannot be taken by a purely naval attack, and the army could give me no cooperation. Had I succeeded in entering the harbor I should have had twelve hundred men and thirty-two guns, but five of the eight iron-clads were wholly or partially disabled after a brief engagement.

In a more detailed report, dated April 15th, the Admiral says:

No ship had been exposed to the severest fire of the enemy over forty (40) minutes, and yet in that brief period, as the department will perceive by the detailed reports of the commanding officers, five of the iron-clads were wholly or partially disabled; disabled, too, (as the obstructions could not be passed), in that which was most essential to our success—I mean in their armament, or power of inflicting injury by their guns. Commander Rhind, in the *Keokuk*, had only been able to fire three times during the short period he was exposed to the guns of the enemy, and was obliged to withdraw from action to prevent his vessel from sinking, which event occurred on the following morning. The *Nahant*, Commander Downes, was most seriously damaged, her turret being so jammed as effectually to prevent its turning; many of the bolts of both turret and pilot-house were broken, and the latter became nearly untenable in consequence of the nuts and ends flying across it. Captain P. Drayton, in the *Passaic*, after the fourth fire from her 11-inch gun, was unable to use it again during the action; and his turret also became jammed, though he was, after some delay, enabled to get it into motion again. Commander Ammen, of the *Palatka*, lost the use of his rifled gun after the fifth fire, owing to the carrying away of the forward cap square bolts. On the *Nantuxet*, Commander Fairfax reports that after the third shot from the 15-inch gun, the port stopper became jammed, several shots striking very near the port and driving in the plates, preventing the further use of that gun during the action. The other iron-clads, though struck many times severely, were still able to use their guns, but I am convinced that, in all probability, in another thirty minutes they would have been likewise disabled.

I also forward herewith a statement in tabular form (marked No. 10), drawn up by the ordnance officer, Lieutenant Mackenzie, by which, among other things, it appears that only one hundred and thirty-nine shot and shell were fired by our vessels, though during that same period the enemy poured upon us an incessant storm of round shot and shell, rifled projectiles of all descriptions, and red-hot shot. Any attempt to pass through the obstructions I have referred to would have entailed the vessels, and held them under the most severe fire of heavy ordnance that has ever been delivered; and while it is barely possible that some vessels might have forced their way through, it would only have been to be again impeded by fresh and more formidable obstructions, and to encounter other powerful batteries, with which the whole harbor of Charleston has been lined. I had hoped that the endurance of the iron-clads would have enabled them to have borne any weight of fire to which they might have been exposed; but when I found that so large a portion of them were wholly or one-half disabled, by less than an hour's engagement, before attempting to remove (overcome) the obstructions, or testing the power of the torpedoes, I was convinced that persistence in the attack would only result in the loss of the greater portion of the iron-clads, and in leaving many of them inside the harbor, to fall into the hands of the enemy. The slowness of our fire, and our inability to occupy any battery that we might silence, or to prevent its being restored under cover of night, were difficulties of the gravest character, and until the outer forts should have been taken, the army could not enter the harbor or afford me any assistance.

We now come to the reports made by the commanders of the Monitors to Admiral DUPONT. Captain PERCIVAL DRAYTON, commanding the *Passaic*, reports:

At the fourth shot from XI-inch gun, I was struck in quick succession in the lower part of the turret by two heavy shots, which bulged in its plates and beams, and forcing together the rails on which the XI-inch carriage worked, rendered it wholly useless for the remainder of the action, several hours being necessary to put it again in working order. Soon after it was discovered that there was something the matter with the turret itself, which could not be moved, and on examination it was found that a part of the brass ring underneath it had been broken off, and being forced on board, had jammed it, and in leaving many of them inside the harbor, to fall into the hands of the enemy. A little after, a heavy rifled shot struck the upper edge of the turret, broke all of its eleven plates, and then glancing upwards took the pilot-house, yet with such force as to make an indentation of two and a half inches, extending nearly the whole length of the shot. The blow was so severe as to considerably mash in the pilot-house, bend it over, open the plates and squeeze out the top, so that on one side it was lifted three inches above the top on which it rested, exposing the inside of the pilot-house, and rendering it likely that the next shot would take off the top itself entirely.

I soon satisfied myself that there was nothing to be done either to the pilot-house or XI-inch gun; and the injury to the turret not proving very serious, I was just about returning to the upper fort, when you may remember, I followed your motions, and very soon after, at 4.30, to retire from action. At 5 I got under way and followed the *Ironclads* to my present anchorage. The only really serious injuries were the ones mentioned above, although the vessel was struck thirty-five times, as follows: outside armor, fifteen times, which it has been too rough to examine; deck, five times, once very badly; turret, ten times; pilot-house, twice; smoke-pipe, once; flag-staff over turret shot away, and boat shattered. There was a little motion, and in consequence some of the outside shots are low down. Several bolt-heads were knocked off and thrown into the pilot-house and turret, and the former might have done serious injury to those inside, had they not been stopped by a sheet-iron lining which I had placed there while at Fort Royal. Owing to the delays caused by the various accidents ending in the entire disabling of one gun, I was only able to fire four times from the XI-inch, and nine from the XV-inch gun. There was some loss of time also, from the necessity of using the sectional rammer, as the fire was all around and required the ports to be kept closed. On account of the dense smoke I was not able to see the effect of my own shots, but, except a few scars, I could not perceive either yesterday or this morning, when I had a very good view of its lower face, that the fort was in the least injured, and am satisfied that our limited number of guns with their slow fire and inability to get out of order, were no match for the hundreds which were concentrated on them, at distances perhaps scarcely anywhere beyond a half mile, and nearly as well protected against injury from shot as were ours.

I was more than usually incommoded by smoke during the action, owing, no doubt, to the difficulty of keeping the blower-hands in working order, with such an amount of water as has been for days pouring over them through the lower part of the turret—a most serious evil, and which I think calls for a remedy, if the turret is to be kept up in any but the smoothest water. My experience at Fort McAllister satisfied me that the decks were not strong enough; and this of Fort Sumter, that the pilot-house is not capable of withstanding heavy shot for any length of time, and even throws a doubt on the turret itself, or at least its machinery.

Captain JOHN RODGERS, of the *Weehawken*, says:

Two or three heavy shot struck the side armor near the same

place. They have so broken the iron that it only remains in splintered fragments upon that spot; much of it can be picked off by hand, and the wood is exposed. The deck was pierced so as to make a hole, through which water ran into the vessel; but it was not large. Thirty-six bolts were broken in the turret, and a good many in the pilot-house; but as these are concealed by an iron railing, I have no means of knowing how many. At one time the turret revolved with difficulty in consequence of a shot upon its junction with the pilot-house, but it worked well again after a few turns had been made with higher steam. The guns and carriages performed well. At 5 o'clock, in obedience to signal, withdrew from the range of fire and anchored. From the nature of the attack the vessels were alternately under the hottest fire, and no one, I presume, may be said to have had it very severe for more than forty minutes.

Captain JOHN L. WORDEN, of the *Montauk*, says:

For about fifty minutes only the vessels of the fleet were under a concentrated and terrific fire, and received their injuries during that time. This vessel was hit fourteen times, but received no material damage. I enclose a report of the injuries she received, and another of the ammunition expended. I am happy to be able to report no casualties. I desire to say that I experienced serious embarrassment in manœuvring my vessel in the narrow and uncertain channel, with the limited means of observation afforded from the pilot-house, under the rapid and concentrated fire from the forts, the vessels of the fleet close around me, and neither compass nor buoys to guide me. After testing the weight of the enemy's fire, and observing the obstructions, I am led to believe that Charleston cannot be taken by the naval force now present, and that, had the attack been continued, it could not have failed to result in disaster.

Commander DANIEL AMMEN, of the *Palatka*, says:

Forty-seven projectiles of the enemy struck the vessel. No damage was done which disabled her, although injuries were received which multiplied would do so. Forty bolts of the smoke-stack were broken, and a chain around it will be necessary to its continued security. The officers and crew acquitted themselves as usual. I am indebted to Acting Master Vaughan, transferred temporarily to this vessel, for valuable aid in avoiding collisions, as it is out of the question for one person to observe properly from the various light positions. I think of a want of vision one of the most serious defects of this class, making it impossible to fight them advantageously, to avoid dangers, or to make a satisfactory reconnaissance. Another question of great importance as relates to their efficient employment is the character of the battery. If it is proposed to batter down forts with a 15-inch gun, then it is quite plain that we have to come within distances at which heavy ordnance, if employed in heavy batteries against us, cannot fall in the end to injure it perhaps disable us. A comparatively light projectile, with the same charge of powder, might enable us to take such distance as would be effective, and yet be comparatively free from injury to us. Owing to the early disabling of the rifle and the various discomfitures referred to, only five projectiles were fired from each gun. I saw several of them were effective.

Commander GEORGE W. RODGERS, commanding the *Catskill*, reports:

I was surprised to find, even with this severe fire, that these vessels could be so much injured in so short a time, two or three having passed me during the action to which some disaster had happened. This vessel was struck some twenty times, but without any serious injury except one shot upon the forward part of the deck, which broke both plates, the deck planking, and drove down the iron stanchion sustaining this beam about one inch, causing the deck to leak.

Commander D. MCN. FAIRFAX, of the *Nantuxet*, says:

Our fire was very slow, necessarily, and not half so observable upon the walls of the forts as the rain of their rifle-shot and heavy shell was upon this vessel. After the third shot from the XV-inch gun the port stopper became jammed, several shots striking very near the port and driving in the plating; it was not used again. The XI-inch gun was fired during the entire time of one hour and fifteen minutes only twelve times. At 5 o'clock the signal to cease firing was made. As the fleet withdrew the forts materially slackened their fire, evidently not wishing to expend their ammunition without some result. Certainly, their firing was excellent throughout; fortunately, it was directed to some half dozen iron-clads at a time. The effect of their fire upon the *Keokuk*, together with that of their heavy rifle-shots upon the monitors, is sufficient proof that any one vessel could not long have withstood the concentrated fire of the enemy's batteries. The obstructions being placed at a concentrated point of fire from the three forts, shows, conclusively, that they must have been of no mean character. Our fire always drew down upon us four or five heavy rifle-shots, aimed at our ports. One rifle-shot struck within less than six inches of the XV-inch port; several struck very near. I am convinced that, although this class of vessels can stand a very heavy fire, yet the want of more guns, rendering them comparatively harmless before formidable earthworks and forts. I must say that I am disappointed beyond measure at this experiment of Monitors overcoming strong forts. It is a fair trial.

Commander JOHN DOWNES, of the *Nahant*, says:

We soon began to suffer from the effects of the terrible, and I believe almost unprecedented, fire to which we were exposed; and at 4.30 the turret refused to turn, having become jammed from the effects of three blows from heavy shot, two of them on the composition ring about the base of the pilot-house, (one of these breaking off a piece of iron weighing seventy-eight pounds from the interior that assisted to keep the house square on its bearings, throwing it with such violence to the other side of the house, striking, bending, and disarranging steering-gear in its course, that it bounded from the inside curtain and fell back into the centre of the house,) and the other on the outside of the turret, bulging it in and driving off the 1½-inch apron bolted on to the inside to keep in place the gun-rails, and down the main trunk of turret. The bolt-heads flying from the inside of pilot-house at the same time struck down pilot, Mr. Soffel, twice struck and senseless—and the quartermaster, Edward Cobb, helmsman, fatally injuring with fractured skull, leaving me alone in the pilot-house, the steering-gear becoming at the same time disarranged. We were within five hundred yards of Fort Sumter, unmanageable, and under the concentrated fire of, I think, one hundred guns at short range, and the obstructions close aboard. But fortunately we got the preventive steering-gear in working order in time to prevent disastrous results. And getting my vessel once more under command, I endeavored to renew the action, but after repeated futile efforts to turn the guns on to the fort, I concluded to retire for a time from close action and endeavor to repair damages. At this time the squadron commenced retiring from action, in compliance with signal, and we permanently withdrew, having been about forty minutes in close action, during which we were struck thirty-six times heavily, had one man fatally, two severely, and four slightly injured, all by flying bolts and iron inside of turret and pilot-house; and we received the following injuries to the vessel and fittings, besides those already enumerated, the plates on side armor broken badly in several places and in one, where struck by two shot in close proximity, partly stripped from the wood and the wood backing broken in, with edging of deck plates started up and rolled back in places. On port quarter side armor deeply indented, and started from side and extremity of stern. The deck is struck twice damagingly—one shot near the propeller well, quite shattering and tearing the plating in its passage, and starting up twenty-five bolts; another starting plate and twenty bolts; and slighter blows are numerous. In smoke-stack armor there are three shot-marks—one that pierced the armor, making a hole fifteen inches long and nine inches broad, displacing grating inside and breaking seven bolts. In the turret there are marks of nine shot; fifty-six of the bolts are broken perceptibly to us, the bolt-heads flying off inside of turret, and the bolts starting almost their length outside, some of them flying out completely, and being found at a considerable distance from the turret on the deck. Doubtless many others are broken that we cannot detect, as by trying them we find others loosened. One shot struck the upper part of the turret, breaking through every plate, parting some of them in two, three, and four places. In pilot-house there were marks of six shot, three of them 11-inch; twenty-one of the bolts were broken perceptibly, and others evidently started. The plates are also much started, and the pilot-house itself, I think, much damaged and wrecked; indeed, it is my opinion that four more such shot as it received would have demolished it. One shot at the base broke every plate through, and evidently nearly penetrated it.

First Lieutenant DANIEL T. HORN, 4th N. Y. Heavy Artillery, has been dismissed the service for getting drunk in the quarters of his sergeant and threatening the lives of three officers of his regiment, at Battery Martin Scott, D. C.

ARMY AND NAVY PERSONAL.

BRIGADIER-General Orme has been transferred to Chicago, as commandant of the post.

THE cause of General Banks' return to New Orleans was an attack of fever. He was recovering from the disease at the last advices.

CAPTAIN J. Waldo Denny, 25th regiment Massachusetts Volunteers, is announced by Major-General Peck as Chief Provost-Marshal of the military district of North Carolina.

COLONEL John Mohringer, of the 91st Indiana, now at Camp Nelson, Ky., was recently presented with a sword and trappings by the non-commissioned officers, musicians, and privates of his regiment.

THE body of Major Robert Morris, of the 6th Pennsylvania Cavalry, who died in Libby Prison in September, was lately received at Fortress Monroe by the last flag-of-truce boat, and sent to Philadelphia.

BRIGADIER-General Weitzel, commanding the 1st division, 6th corps, Department of the Gulf, has come North. He is accompanied by Capt. Fred. E. Smith, Lieutenant Granger, and Lieutenant Fitch, of his Staff.

THE steamer *Arago*, which arrived at New York from Port Royal 18th inst., brought as passengers Brig.-General R. S. Foster and staff, Colonel Littlefield, A. B. Fay, Colonel Van Gilsa, Colonel Henry and Colonel Plaisted.

OF 1,051 applicants for commissions in negro regiments, 500 have been recommended by the Board for appointment, viz.: for Colonels, 5; Lieutenant-Colonels, 10; Majors, 25; Captains, 104; First Lieutenants, 153; Second Lieutenants, 263.

A BOARD, consisting of Surgeons James M. Green, J. M. Holty and A. A. Henderson, convened at the Naval Asylum, at Philadelphia, on the 16th, to examine candidates for promotion and admission into the Medical Department of the Navy.

COLONEL Wyndham, of the 1st New Jersey Cavalry, is engaged in writing a history of the principal movements and achievements of our cavalry during the present war. The Colonel writes in French and causes a translation to be made.

ADJUTANT-General Thomas arrived at Cairo on the 14th, on his way to St. Louis. He was still slightly ill from fever. He speaks hopefully of the ultimate success of his operations in organizing colored troops and other movements commenced in the Mississippi Valley.

WE did Brigadier-General JACOB AMMEN injustice in saying that he was under arrest. The General is not and never has been under arrest, and his command is not Camp Dennison, but the District of Illinois. We were misled by a paragraph in a daily paper.

SERGEANT Plunkett, of the 21st Massachusetts, has been married to Miss Nellie Lorrimer, of Worcester, Mass. Sergeant Plunkett is the gallant soldier who lost both arms at Fredericksburgh while bearing the flag of his regiment in front, after six men had been successively and immediately shot down under its folds. He was a hero.

CAPTAIN Newhall, of the 3d Pennsylvania Cavalry, A. A. A. G. of General Gregg's division, was drowned on Friday of last week while crossing a creek this side of the Rappahannock on his return from headquarters, where he had obtained a leave of absence. Captain N. was formerly connected with Fremont's body guard, where he distinguished himself on several occasions.

THE Western correspondents are very severe on General Hooker for attacking the rebel defences at Ringgold, Ga., where we lost heavily. They say that if he had obeyed orders, the position could have been carried without loss by a flank movement, and we should probably have captured Hardee's corps, instead of being obliged to fall back and give up the pursuit.

IN reply to the resolutions passed in honor of General Hooker's promotion to the command of the Army of the Potomac by the Oregon Legislature, that officer wrote to the Governor of Oregon, under date of September 20th, as follows:—"It is inadmissible in me to refer to my official connection with the Army of the Potomac. That can only be learned from my report, when made public through the prescribed channels. I can only add that I relinquish its command from the highest considerations of the public good, and with unshaken confidence of the Government and of the army in my ability to guide and direct its fortunes."

MAJOR-General Thomas, in parting with his Chief of Staff, promulgated a General Order, in which he said—"In taking leave of Major-General Reynolds, the Commanding-General desires to tender him his thanks for the fidelity and ability which has characterized his discharge of the duties of Chief of Staff, as well as for the efficient aid and co-operation always rendered by him while they were associated together in the Fourteenth Army Corps; the latter as Corps, the former as Division Commander. He hopes that opportunity will be given General Reynolds to make his future career no less glorious than his past."

A BRILLIANT reunion took place on the evening of Tuesday, December 8, at the residence of Major-General Banks, in New Orleans. Among the distinguished persons present were:—Brig.-Gens. F. J. Herron, Charles P. Stone, W. H. Emory, W. P. Benton, Jas. W. McMillan, Richard Arnold, A. L. Lee, Jas. Bowen, H. W. Birge, G. F. Shepley, W. Dwight Andrews, and others; Colonels S. B. Holabird, E. G. Beckwith, N. A. M. Dudley, T. W. Cahill, D. J. Kelley, C. W. Killborn, R. B. Brown, A. D. Sargent, J. S. Clark, and others; Lieutenant-Colonel W. S. Abert; Majors S. Norman Lieber, D. C. Houston, H. O. Brigham, J. G. Wilson, and a number of others; Captains J. S. Crosby, J. W. McClure, Shunk, Irving, Roe, Owen, Hill, Morse, Hitchcock, Bulkley, McCoy, and others; Surgeons Alexander, Bacon, Homans, Keefer and Steinberg, &c. The Navy was represented by Commodore Bell, Captains Morris of the *Port Royal*, Marchand of the *Lockwood*, Leroy of the *Onesida*, Sartori of the *Portsmouth*, Woolsey of the *Princess Royal*, Johnson of the *Katahdin*, Stanton of the *Pinola*, Dana of the *Corymb*, Mayo of the *Kanawha*, Murphy of the *Farragut*, Jordan of the *Hollyhock*, Cooke of the *Estrella*, Girard of the *Tennessee*, Tibbets of the *Arizona*, Lieutenants Sumner and

Nokes of the *Pensacola*, and a number of others. Of foreign visitors there were Commander T. H. M. Martin, Lieutenants Blackett and Balfour of H. M. S. *Buzzard*, Commandant Charles Fabre and Lieutenants Lefort, Huet, Marc, Allier, of the French man-of-war *Catinal*, besides the Consuls of the various nations.

ITEMS AND INCIDENTS.

GROUNDS for a United States cemetery at Chattanooga have been selected. A national monument is to be built.

GENERAL Butler has caused an order to be issued that all vessels arriving in Hampton Roads having small-pox on board, will immediately land all such at the Small-pox Hospital, and report the fact at once to the Medical Director of the Department.

A DISPATCH from Chattanooga says that the order that three-fourths of the veteran regiments must re-enlist to get furloughs almost stop enlistments in many cases; more than one-fourth being either in hospital or prisoners, and the men want to get home before the holidays.

GENERAL McPherson, commanding at Vicksburg, has issued orders changing Colonel B. G. Farrar's 2d Mississippi Artillery into cavalry, to operate against the guerrillas which infest the lower part of the river. The large steamer *Chouteau* has been placed at Colonel Farrar's disposal, and several pieces of artillery have been furnished.

AN effort is being made by members of the Governor's Council, and other gentlemen of Boston, to establish a home for the orphans of Massachusetts soldiers who have fallen in battle. Many of these children are at present in the State Almshouses, thirty-eight being in Tewksbury alone. The children of these gallant men, who lose their lives while battling for their country, should not be treated as paupers. Governor Andrew is warmly in favor of the project.

ANOTHER plot for the seizure of a vessel and cargo by rebel emissaries has been discovered, this time in season to prevent the attempt being made. The vessel was the bark *Al*, which was loading at Philadelphia. The pirates were to ship as seamen and seize her after she left port. There was a quantity of ordnance on board, and the vessel was about to take in a quantity of powder, when the plot was revealed and a revenue cutter laid alongside of her.

THE costume of the New Jersey cavalry regiment, now being recruited by Colonel Morrison, is calculated to draw to its ranks men who have a taste for colors. The pantaloons are of sky blue, with a yellow stripe for privates, and an orange cord on either side of the stripe for non-commissioned officers. The jacket is of dark blue, with three rows of burnished bell buttons on the breast, and a profusion of yellow cord on the breast, back and sleeves. The officers wear gold cord. The uniform is that of the Austrian Hussars.

THERE is a proposition before Congress to construct a military road through the Cascade mountains, in Oregon, and down the Willamette valley. It is designed to locate its commencement at Eugene city, to run by way of the middle fork of the Willamette river and through the most feasible pass of the Cascade mountains near Diamond peak and the southern or eastern boundary of the sea. To aid in its construction Mr. Nesmith of Oregon, introduced into the Senate, on Friday, a bill providing for giving three sections of public lands for each mile of the road. He also introduced another bill with a similar provision in aid of the military wagon road from the Dalles of the Columbia river to a point on Snake river, near the mouth of the Dwyher.

ONE of the most interesting sights in Washington is to be found in the Army Medical Museum, in H street, near New Jersey avenue. It contains over a thousand anatomical specimens, illustrating every variety of fracture by every species of weapon. In cases ranged around the room you have the bone specimen mounted, exhibiting fractures of the foot, ankle, knee joints, legs; in fact, almost every part of the body. There are also medical specimens in alcohol illustrating wounds of the fleshy part of the body. The museum was organized by Surgeon-General Hammond, and contains the largest and best collection in the world. It is under the immediate charge of Dr. J. H. Brenton, the curator, who attends to the anatomical specimens, assisted by Dr. R. S. D. Walsh. Dr. Woodward, of the regular army, attends to the medical specimens. The preparations, which are of the first order, are mainly the work of Dr. Shafhirt.

IN the rebel Congress, Mr. Sparrow of Louisiana reported bills in reference to substitutes and exemption, and offered a report providing that—All white male residents of the Confederate States between sixteen and fifty-five shall be in the military service. All between sixteen and eighteen and between twenty-five and fifty-five to belong to the reserve corps; those between eighteen and forty-five to the army in the field. That no person shall be relieved from the operations of the law by reason of having been heretofore discharged from the army when no disability now exists, nor those who have furnished substitutes be any longer exempted, provided that those who have paid into the public treasury the amount specified by the act in relation to exemptions, shall be repaid a fair proportion of the amount so paid by them, under rules to be prescribed by the Secretary of War. All laws granting exemptions from military service to be repealed, and that hereafter none be exempt but those who shall be held to be unfit for military service under rules to be presented by the Secretary of War; Ministers of religion, superintendents of asylums of deaf, dumb and blind, and of the insane; one editor of each newspaper and the employees in newspaper establishments, physicians and apothecaries.

THE LATE MAJOR-GENERAL BUFORD.

REV. DR. GURLEY, in an address at the funeral of the late Major-General Buford, thus referred to the history and character of that gallant officer:

"General Buford was connected with an excellent and well-known family in Kentucky. His early training and education were carefully and judiciously conducted, and his early mental and moral development was gratifying to his friends, and bright with the promise of future usefulness and distinction. He graduated at the West Point Military

Academy in 1848, standing well in his class and in the estimation of all who knew him. He entered upon the duties of military life with zeal and quiet energy, and discharged the various trusts which, at different places, were committed to him, with marked intelligence and fidelity. He grew steadily and surely into the confidence and love of all with whom he was officially connected as superiors, inferiors, and equals. He impressed them as a man of sterling principle and worth, and they found it easy to admire and trust and love him. When the present unhappy civil war broke out, and many around him went over to the cause of the rebellion, he was found true to the country and to the flag under which he had been born and educated, and promoted to honor. He knew no other banner; he desired no other. Promptly and heartily did he devote himself to the defence of the Government in the day of its darkness and peril. Where duty called him there he went, and there he stood, and there he suffered, if necessary, setting those around and under him an example that they should follow in his steps. He merited promotion, and he received it. He rose from one grade of honor and responsibility to another, the admiration of the men he commanded and of the nation he served. He was modest, yet brave; retiring, yet efficient; quiet, but vigilant; unostentatious, but prompt and persevering; careful of the lives of his men, careful with an almost parental solicitude, yet never shrinking from action, however fraught with peril, when the time and place for such action had come. His skill and courage were put to stern and decisive tests on many hard-fought fields, and they were ever equal to the emergency; they never faltered or failed him. No wonder that those whom he counselled and led were devoted to him; no wonder they are saddened by his unexpected death; no wonder they gather tearfully around his coffin to-day, and mourn and weep as they look upon his faded features, and see him carried to his rest. The country mingles its tears with theirs, and well it may, for one of its bravest defenders has fallen; one of its choicest military officers is being carried to his grave. His last sickness was but brief—the fruit, it may be, of protracted toil and exposure. He met it calmly, quietly, and without a murmur. He desired to live that he might longer serve the lacerated and bleeding cause of the Republic, but when remedies failed, and it was evident that his end was near, he silently bowed to the behest of Heaven, and consented to die. The Government honored him to the last. On the day of his death, and but a little while before his departure, his commission as a major-general was put into his feeble hands—a distinction well earned and well bestowed; of but little service to him, it is true, but gratifying to the Nation, and a boon to his family. He lived long enough to know that the Government he had defended appreciated his services; then, taking the freshly-written commission, he gently laid it aside, and his heart still throbbing with the warm pulse of patriotism, beat on for a few brief moments, and then grew cold and still.

SALE OF ENGLISH VESSELS TO THE REBELS.

A SHORT time since the British Admiralty sold four steamers, and the rebel agents were, of course, the buyers. It was given out that they were intended for the China trade. One of them, however, the steam-sloop *Victor*, a six or eight gun vessel, 850 tons burden, with engines of 350 horse power, has escaped from Sheerness, and appeared at Calais as the *Rappahannock*. The order directing her departure from England to be prevented came "an hour too late;" and when she reached Calais the Customs authorities received instructions to allow her to leave whenever she pleased.

A letter from Calais contains the following respecting the *Rappahannock*:

"This steamer was in the roadstead from midnight, waiting to receive on board fifteen young Americans, who have been residing here for more than two months, and who are to serve as her officers. These officers had embarked on board a fishing boat, which they had hired to convey them to Boulogne, as they told the master, in order to conceal their project, and avoid the police. When once they were outside the port, however, they ordered him to put them on board a vessel from which rockets were being fired, which was the signal agreed upon. The master of the boat, in alarm, called for assistance from some other boats near him, and with their help he put into port, and landed his passengers, who were much annoyed at what had occurred. The *Rappahannock* has been purchased for the Confederate Government; she was an English vessel undergoing repairs at Sheerness. She left that port under pretence of trying her machinery, and taking with her as crew the mechanics and ship-carpenters who were at work on board. Once at sea the English flag was replaced by that of the Southern States. She has not yet any guns on board, but is pierced for eight heavy guns. Her repairs are, it is thought, about to be completed at Calais."

It is reported that part of her crew have arrived by steamer from Dover. The *Rappahannock* is described by one writer as very fast, and had been used as a dispatch boat. The *Times* says, however, that though her engines were rated at 350 horse power, owing to some defects in their construction her rate of steaming was never very high, which was the principal reason for the Admiralty directing her to be sold.

In addition to the *Victor* the war steamers *Phenix*, *Cyclops* and *Amphion* were sold out of the service. The latter is a twenty-six gun screw frigate of 1,474 tons. Her name, as also that of the *Victor*, appears in the list of the British Navy, published as late as October last.

The suggestion of a correspondent of a London paper, that "it is the duty of the Admiralty to cause bonds to be given by all purchasers of vessels from the British Government that such vessels shall be broken up, or that they shall be bona fide used as ships of commerce, under penalties of treble the value of the ships bought," would seem worthy the consideration of a neutral government. We trust that measures will be taken to prevent the three other vessels from following the example of the *Victor*, and that next time the order will not come "an hour too late."

A private letter from Hull, dated November 27, published in the *Daily News*, says:—"There was a prize vessel got away from here some days back. She was an undoubted

"ram," with masts fitted to lower on the deck, and telescope funnel. She was launched with steam up, and came alongside the west pier. Two cable full of Southern looking gentlemen drove down and went on board, and she was off like a shot. Every one was taken by surprise."

DISASTER TO THE NANSEMOND.

THE United States gunboat *Nansemond*, Lieutenant R. H. LAMSON commanding, arrived at Baltimore on the 16th in a badly disabled and crippled condition, having encountered a most terrific gale off Hatteras. The *Nansemond* left Baltimore on Thursday, the 10th inst., where she had been lying some two weeks previous for repairs. She ran down to Fortress Monroe, where she reported to the Admiral. On Saturday morning she left Hampton Roads, bound for the blockading fleet off Wilmington, N. C., there to resume blockading duty. Saturday night, when off Hatteras, the wind sprang up from the southeast, and during the night increased into a perfect gale, but the *Nansemond* stood on her course, in hopes of weathering the Cape in safety. About four o'clock Sunday morning she was struck by a mammoth sea, about three points off the port bow, carrying away on that side her galley and bulkheads of the engine and fire-rooms, staving in her boiler hatch and lifting up her pilot-house and boiler-deck some feet. The men who slept in the gangways were washed from their hammocks, and together with culinary utensils, mess chests and debris of the bulkheads, were swept aft, where they were rescued, some stunned and bruised, but no one seriously injured. A scene of great confusion for a few moments ensued; the water was rushing into the fire-room and down into the after-cabin, and the fires were in danger of being put out. But her officers soon restored order, and blankets and mattresses were brought into requisition, and used as a barrier to the rushing waters. As it was attempted to wear the *Nansemond* around she refused to obey her helm, and for a few moments remained a motionless and inanimate mass.

This was a most critical moment, for had a sea then struck her it must have assuredly swamped her, but one of the officers and men sprang forward and bent her jib, in response to which she slowly wore around and ran off before the gale, her three pumps being in constant use in order to keep her afloat. When morning dawned it only served to reveal the scene of the perils and dangers that surrounded them. The seas were running mountains high, and the little *Nansemond* was fluttering and struggling to keep herself up. About nine A. M. she shipped another enormous sea just forward of her starboard beam, carrying away her bulkheads on that side. The danger was now increased two-fold, but mattresses and blankets were again brought into play, and the same means resorted to as before. But she now labored so heavily it was found necessary to throw all her guns but one overboard, together with nearly all of her shot and shell. This appeared to put new life into her, and again she rose, responsive to the hopes of all. Through the long and tedious day the *Nansemond* staggered on.

At length night came on, but no land or light was to be seen. About 10 P. M., soundings indicating that land could not be far off, her anchor was let go in seven fathoms of water. Another night of watchfulness and care supervened. When morning broke a thick fog surrounded all objects. About 9 A. M., a sail having been reported by the lookout, the ensign was hoisted Union down and minute guns fired as a signal of distress, but elicited no response. At 10 A. M. the fog began to clear away, when, to the inexpressible delight of all on board, land was discovered on her starboard bow, and proved to be Smith Island. The vessel was immediately headed for Old Point Comfort, where she arrived at 1 P. M.

The *Nansemond* has been ordered to Baltimore for repairs, and will be thoroughly overhauled and refitted again for service.

WORKING STEAM EXPANSIVELY—WHAT IT MEANS.

IN the report of the argument in the SICKLES cut-off case, recently decided at Washington, we find the following explanation of what is meant by "the expansive power of steam," or "working steam expansively," which is the principal subject at issue in this long-contested case. We reproduce it for the benefit of our unprofessional readers:—

Suppose a little cylinder one inch in diameter and of indefinite length, and a piston fitting in it steam tight, but without friction; and further suppose a cubic inch of water to be poured into the bottom of that cylinder, and the piston to be then let down on that water; and suppose that on top of that piston there is a platform placed carrying a ton weight of bricks. Now we have the machine ready for the experiment which is to determine the absolute power resulting from the conversion of water into steam. Now hold a lamp under that cylinder till it evaporates that cubic inch of water into steam, and it will lift that ton of bricks just one foot high. These are convenient units to remember. A cubic inch of water turned into steam will lift a ton weight a foot high—no more, no less. That is not precisely accurate, but it is so within a few pounds, and it is near enough for all practical purposes. When the weight is lifted a foot high it goes no further, and a valve must be opened in the bottom of the cylinder to permit another operation, by letting out the steam which has done its work. That machine is simply a full-stroke or non-expansive engine, making one stroke; and for each stroke made by such an engine all the possible power to be got is the equivalent of a ton lifted a foot high for every cubic inch of water evaporated—no more and no less. That is a law inherent in matter. It is the God-given quantity of water and heat. We cannot alter it. All we can do is to obey it. That is all you can get out of a steam engine without a cut-off. But let us go a little further with our experiment. In place of opening the exhaust valve when the ton is lifted a foot high, take one brick off that platform. The load now is not quite as heavy as it was before, and the elastic steam compressed by that ton weight will expand a little under the diminished load, and will raise the bricks a little further. It gives you out a little more power. Then knock another brick off, and keep knocking them off, one by one, and up goes the piston, still carrying up those bricks which are left, until, when

you have knocked them all off except the last fifteen pounds of bricks, they will have been raised about one thousand seven hundred inches high; and if you still further diminish that fifteen pounds, by knocking other bricks off, the steam will keep lifting the remainder higher and higher, and we do not know how high it will lift some weight.

Now you will observe, gentlemen, that all the power which has come out of that steam after I began to knock the bricks off is a power which is, so to speak, a clear profit, since it cost no fuel or steam except that which had already raised the ton weight a foot high, and which was unable to raise it any higher unless by this diminution of resistance. JAMES WATT discovered this principle—a law of steam—and measured its value remarkably well; and he also invented the best form of cut-off for carrying out this principle which has been made, except that called the SICKLES' cut-off, notwithstanding the hundreds of forms of cut-offs which have been invented and patented since. That form is now in use on the Cornish engines, and whenever in England to-day they wish to give an example of the great efficacy of steam the Cornish engine of JAMES WATT—which depends entirely upon this cut-off for its value—is cited as the most striking illustration.

But you would wish to know how this principle of diminishing the load or resistance, as in the case of the bricks knocked off the platform, can be applied to machinery in general, and I will explain that. It is done by the aid of the momentum of the matter which the engine is moving—it may be a fly-wheel, or the steamboat itself, or the train of cars, all of which, when once set in motion, will not suddenly stop, even though all power were suddenly suspended from driving them, and which, therefore, will continue to go on under the diminished pressure of the expanded steam. Thus you see that when the steam is cut off from the cylinder that which is in it continues to push on the piston with diminished force, but still with some force; and, as the piston cannot stop, it absorbs and through the wheels which it drives gives out again to useful effects whatever pressure is thus spent upon it; just as your watch will run all day although the spring which drives it grows weaker and weaker at each instant as it is relaxed.

The gain which can be obtained from this expansion is measured by the extent to which you carry it, or, in other words, how short you cut off the steam in the cylinder, and the amount of saving of fuel or increased power due to the different rates of expansion, or the different points of cut-off, has been ascertained with mathematical precision by MARIOTTE and REGNAULT, and the law or rule which governs this rate is called the "MARIOTTE law." I will give you a few figures settled by that law. As I have said, a cubic inch of water made into steam without expansion will lift a ton weight a foot high, or whatever is equivalent to that. If that cubic inch, after having done that work, is expanded into three cubic inches, it will by that expansion lift another ton a foot high without calling on the furnace for any more fuel; if it is expanded five times it will lift one ton and six-tenths a foot high in addition to its original lift of a ton; and ten expansions will do three times and a third as much work as no expansion, using the same amount of fire and steam.

GENERAL BURNSIDE AT CINCINNATI.

MAJOR-GENERAL BURNSIDE has arrived in New York on his way to Washington, where he has been ordered to report. Last week, Friday evening, at Cincinnati, he was serenaded, and responded as follows:—

MY FRIENDS:—I can only thank you for the very kind manner in which you have welcomed me. I am not gifted with the power of speaking to an audience like this. But, gentlemen, though I am unable to fully express myself as I truly feel in respect to the great events that are transpiring, allow me to assure you that no one can feel more thankful than I do to the loyal people of the country for their devotion to the great cause in which we are struggling. I am thankful for your kind estimation of the value of my services, and can only say that I have endeavored to do my duty, and shall endeavor to do so still better in any future position to which I may be called. I sincerely hope that peace may soon be restored to our beloved country; but as long as these troubles continue and I can be of service, I am ready to do all in my power. [Applause.] I have tried to do my best; and what I have done in East Tennessee has been due to the full cooperation of the subordinate officers and privates of my command. Not a single officer or a man has for a single moment intimated that in his opinion I was making mistakes or erring in my movements; and not one has at any time hesitated to render a full, faithful and energetic obedience to orders in all things. But notwithstanding this happy union of effort on the part of the officers in command of the field, the chief praise of our success is due to the subordinate officers and men in the ranks. Thousands of men in the ranks deserve the credit that is given to the leaders. Many of them have no relations in this country—foreigners—who will never hear of them again. And they fight for the country they love, being actuated by genuine patriotism. I owe all my success to this patriotism in the ranks, as also do all other Generals who have been successful. The principal achievements of this war are chiefly to be credited to the subordinate officers and devoted fighting men in the ranks, who endure all, and dare all, with little other object in view than the defence of our common country. I have never been more conscious of this fact than during my last campaign. For one, I shall never forget what is due to the men in the ranks. [Applause.]

Allow me, then, again to return you my thanks for the compliment you have paid me, and to withdraw, expressing the ardent hope that our country will soon be at peace with herself, and continue forever in the enjoyment of peace within and with the external world. [Great applause.]

THE LOSS OF THE WEEHAWKEN.

WE have further particulars in regard to the loss of the *Weehawken*. It is thought that of the whole number lost the majority were drowned in the turret and immediately below it, vainly and desperately seeking to force their way through the narrow openings by which alone escape was possible. One of the last who got out and was saved spoke shudderingly

ly of the terrible scene—of men battling with each other, and struggling with the agony of desperation to secure an egress, while the water poured into the iron tomb and drowned out life and hope together. Those who succeeded in getting out had to sustain themselves for some time in the midst of a heavy sea, and several were drowned before help reached them, while others were rescued just in time to save life. As the water reached the fires an immense volume of steam and smoke rushed out of her smoke-stack.

The following order, issued by Admiral DAHLGREN, indicates the cause of the disaster:—

FLAG-STEAMER PHILADELPHIA,
OFF MORRIS ISLAND, S. C., Dec. 7, 1863.

The deplorable accident which occurred to the *Weehawken* yesterday points impressively to the necessity of the most exact and unceasing care in all that requires the efficiency and safety of the monitors.

The hatches should always be secured in good time; the proper trim maintained to ensure the flowing aft of any water that may accumulate; the pumps in full working order; the hawse-pipe closed carefully against the entrance of water; the depth of water in the hold, forward and amidships, ascertained and reported to the commander frequently, together with any other precautions that may occur to him.

Respectfully,
JOHN A. DAHLGREN,
Rear-Admiral Commanding
South Atlantic Blockading Squadron.

The *Weehawken*, at the time, had a full supply of ammunition and coal on board. Her buoyancy was therefore tested to its maximum, and it required but a small additional weight to destroy her trim and render all the powerful machinery of her pump useless. The *Weehawken* had recently been thoroughly repaired, had a new gun placed in her turret, and was in perfect fighting condition. She had been one of the most successful of our monitors. Under her first commander, "fighting JOHN RODGERS," she led in Admiral DUPONT's attack on Sumter on the 7th of April. At Warsaw Sound she added to her laurels by the capture of the rebel iron-clad *Atlanta*. Her latest achievement was the explosion of the rebel magazine at Moultrie while she laid aground off Cummings' Point. The *Weehawken* lies in about twenty feet water, the top of her pilot-house appearing at low tide. Some of her officers, however, contend that her hull had parted at the overhang, and attribute the rapidity with which she sank to a heavy leak there. This point, however, can only be settled by a formal investigation.

BUREAU OF YARDS AND DOCKS.

AMONG the papers accompanying the Report of the Secretary of the Navy is the Report of the Chief of the Bureau of Yards and Docks. The appropriations made by the last Congress for a floating dry dock, for the purchase of a portion of Leavenworth Island, the construction of a hospital on that island, gas at the Washington Yard, and Bishop's Derrick, at Portsmouth, N. H., for reasons satisfactory to the Department have not yet been expended. The purchase of wharf property adjacent to the Navy Yard at Boston has been consummated, and the property is now in possession of the Government.

The important subject of establishing a Navy Yard for the construction and repair of iron vessels, and for preserving them when laid up in ordinary, has attracted the attention of the Bureau, which, after duly considering the matter, and knowing the anxiety of the Department to speedily provide such accommodations in fresh water, has come to the conclusion that the Delaware River affords the most convenient and safe haven for such an establishment; and that of the plans proposed, viz: the extension of the present Navy Yard, the reception of League Island as a gift, and the purchase of ground between Chester and Marcus Hook, the latter is the preferable one. It appears that between Chester and Marcus Hook, for more than a mile, there is nearly a straight shore, with a fine hard gravel beach. From high water along this shore the land rises from four to six feet, and thence presents a surface extending back about half a mile, rising slightly from the shore, and requiring scarcely any grading to put it in condition for building purposes. The land is of such character, and in such condition, that buildings might be commenced as soon as the plans were prepared and the materials procured, and when erected could be brought into immediate use. The law requiring contracts to be advertised and awarded to the lowest bidder is most embarrassing to the Bureau. A strict compliance with the letter of the law is almost impracticable, to say nothing of the perplexities caused by the many defrauding bidders, and the litigation, cost, and delay attending such failures to comply with engagements. It is the opinion of the Chief that it will be greatly to the advantage of the Government to allow the Bureau to make purchases, with the sanction of the Department, either by advertisement or by calling on responsible parties, known in the communities to be respectable dealers (as the Department shall in its discretion determine), and then to hold the Bureau responsible for their acts. The repeal of that portion of the laws which prescribes the manner and form of advertising and awarding is therefore recommended. Attention is called to the subject of purchases by Navy Agents, in open market, of supplies for the Navy. It so happens that particular firms or parties, whether dealing in the articles required or not, often furnish these supplies without perhaps offering them for general competition amongst dealers in the merchandise required. It is therefore suggested that Navy Agents should be compelled to establish their offices in Navy Yards, where supplies are received and inspected and where they should be paid for, and to act more under the immediate directions of commanders of stations than they are now subjected to, or else that the agencies be abolished, and a commissioned Paymaster be directed to perform the duties of Navy Agent upon his duty pay.

THE *Invalide Russe* of St. Petersburg has a remarkable article, demanding whether it is really an advantage for Russia to retain the kingdom of Poland, which can only be held by the constant exertion of force. The article comes to the conclusion that Russia would obtain both happiness and liberty of action by giving up Poland altogether, when this can be done honorably and without the appearance of compulsion, and that every enlightened Russian who is really the friend of his country would hail with joy the attainment of such a result.

NOTICES TO CORRESPONDENTS.

The Editor of this JOURNAL will always be glad to receive from officers in the two services, correspondence and general communications of a character suited to its columns. It is necessary that the name of the writer should, in all cases, accompany his communications, not for publication, but as a guarantee of good faith.

Officers are especially requested to give us early notification of all personal matters of general interest; of the movements of vessels; of casualties among officers; and military and naval events.

The Editor will, at all times, be pleased to respond, in these columns, to enquiries in regard to tactical and other matters.

From gentlemen in the medical service we shall be glad to receive communications on military hygiene, practical surgery, and reports of notable operations and novel forms of treatment.

The subscription price of THE ARMY AND NAVY JOURNAL is FIVE DOLLARS a year, or THREE DOLLARS for six months, invariably in advance. Remittances may be made in United States funds, or Quartermaster's, Paymaster's or other drafts, which should be made payable to the order of the Proprietor, W. C. Church.

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WINTER WORK.

THE fact that there is now every reason to expect a lull in grand military operations for the winter months raises the question as to the feasibility of a series of operations in the outlying dominions of the war, which shall fill up the season that otherwise promises to be one of complete quiescence. Now, of all military work that can possibly be done during the winter, coast expeditions are certainly the most practicable. The great ocean highway, unlike the roads of *terra firma*, does not spoil by "winter or rough weather," but affords an always open, always accessible line of communications with the base of operations. It so happens also that there are several points along the coast occupation of which is very desirable, and if other work is not already cut out for our disengaged military and naval forces, they could be very usefully employed in gaining a foothold at these points.

The points on the Southern seaboard aimed at in the proposed expeditions should, of course, be such as will, by the adequate material advantages their possession would give us, repay the cost and labor of this class of combined military and naval enterprises which are always both expensive and toilsome. The mere occupancy of a certain amount of barren coast—an *ignis fatuus* which, at the opening of the war, led the whole country astray—is not only in itself not desirable, but the fact that the tenure of the points gained demands a frittering of force needed elsewhere makes it false military policy. The seaboard objectives aimed at should be such as will either materially further our own operations, or materially embarrass those of the enemy.

It is astonishing, in running the eye down the map of the Southern coast, representing an extent of almost two thousand miles, to observe how few such points there are in this enormous stretch of seaboard. Of course the ports whose possession it is of importance to the rebels to retain (and consequently of importance to us to prevent their retaining), are such as furnish great facilities for blockade running. But, in order that these points should be made the entrepôts for contraband commerce, it is a necessary condition precedent that they be at the terminus of railroads either forming part of or connecting with the great system of lines of distribution.

We find the whole stretch of the Virginia seaboard and of the double coast of North Carolina, down to and including Beaufort, already in the possession of the Union arms. Beaufort, it will be observed, answers the double condition posited as necessary to make a good port of entry for contraband trade: First, it gives easy access to blockade runners; secondly, it is the terminus of the Atlantic and Carolina railroad, connecting it with the Grand Trunk coast line, thus enabling all goods landed there to be sent to Richmond, or any other great centre of distribution. While in the hands of the rebels, therefore, it was, beyond doubt, a great advantage to them.

Continuing southward from Beaufort, we find that there is no point on the Carolina coast touched by a railroad (the main line running from fifty to eighty miles from the seaboard), until we reach Wilmington.

This port, again, perfectly fills both conditions: it is extremely difficult to blockade effectively, impossible to blockade perfectly; and it is tapped by two great lines which lead to the two chief military centres—the one line running into Virginia, the other into Tennessee. The rebels still retain possession of this point; and it is extremely important to them that they should continue to do so, for it is now the chief channel through which they obtain contraband supplies. It is, consequently, extremely important that we should acquire this point. And what is noteworthy is, that not only is it of moment that we should obtain possession of Wilmington as making the blockade perfect, but because holding the relations it does to the railroad system of the South, its occupation to us would plant a Union force on one of the main lines of rebel communications between the theatre of war in the East and the theatre of war in the West. The problem of the capture of Wilmington is one which we cannot profitably discuss, having no reliable data as to the elements that enter into it. We may say, however, that the rebels, appreciating the value of this point, have long labored to make it as secure as possible. Its situation on the banks of the Cape Fear River, twenty-five miles from its embouchure, puts that distance between it and naval assault; and if, as is fairly to be presumed, they have placed batteries on the banks and obstructions in the stream, it might be an affair of iron-clads; though it can hardly prove a tougher nut than New Orleans; and were the grand old sailor who, with his "iron hearts in wooden walls," ran the fiery gauntlet of the Mississippi batteries, sent to the work, we think he would be apt to put it through.

Prolonging our excursus down the Southern seaboard, we find that after leaving Wilmington there is no point which it is desirable for either us or the rebels to hold until we reach Charleston. We are already working at that. But if our armies are really to lie idle for the winter, why not send General GILMORE a force adequate to work with effect? If the iron-clads can render no assistance—a conclusion to which the country seems forced—why not give GILMORE men enough to take it by land? With a reinforcement of twenty thousand men drawn from the Army of the Potomac, a subtraction which can easily be spared, if that army is merely to be assigned the rôle of covering Washington, we trust that engineer to run a sap into Charleston. It may indeed be said, and we have said it ourselves, that having achieved a perfect blockade of Charleston, we have gained the crowning substantial benefit to be hoped for. This is true; but it must be remembered that this is only secured at the costly price of detaching the whole iron fleet for this purpose, thus keeping it from all other duty. Were the harbor and its defences once in our possession—we care nothing about the city itself—our iron-clads would be instantly relieved for other service.

And among the other services to which they could be put would be the capture of Mobile, which is the next point on the coast that it is really desirable we should secure. There is, in fact, no point more important than this. In addition to the fact that it is the terminus of a great railroad line, it also commands the entrance to a great water highway, which leads up to the very heart of the Southwest—its head waters almost touching the Tennessee. In view of what will probably be the line of operations of General GRANT when he starts out on his spring campaign, the possession of this great water line of communications, leading from a base on the Gulf up through the very heart of Alabama, is of the most commanding importance. And, to dismiss the matter with a single stroke, we think we can say that if, after this, we have any men to spare, General BANKS can find good use for them in Texas.

It will not, we trust, be understood that by these remarks we mean to advocate any such impolitic dislocation and division of our force as would be required to give practical effect to the enterprises we have foreshadowed. We intend no more than to show that if we have any forces that can be spared they would be turned to good account in accomplishing any of the purposes indicated. The grand crushing blows to the rebellion are to be struck, not on the coast, but on the great interior theatres of war. These blows, too, will be struck by grand armies, grandly disciplined, furnished, and led. And as we have repeatedly said, we think our commanders have quite as much as they can do for the winter months in making their armies the fit instruments for this work. While, therefore, we

express the conviction that it would be mistaken policy to interfere with the reorganization and rehabilitation of our two great armies, thus imperiling the success of the spring campaign, for the sake of achieving certain seaboard successes, which though valuable, would, after all, be but subordinate,—yet if there are troops to spare for winter work, as we think there are, Wilmington, Charleston and Mobile are excellent places on which to let them try their mettle.

AN AMBULANCE SYSTEM.

THE necessity of a thoroughly-organized ambulance corps has been urged upon the Government for some time past, by an earnest and respectable body of gentlemen. They have caused petitions to Congress on the subject to be extensively circulated, and have, of course, obtained for them a large number of signatures; for anything that seems to promise greater comfort to the soldier, and greater alleviation for his sufferings from wounds and disease, readily touches the hearts of the people. The originators of this movement may have failed to properly appreciate the difficulties in the way of the reform that appealed so directly to their sensibilities, and they may have neglected to suggest any feasible plan of improvement; but this does not affect the reality and the urgency of the necessity for such reform. It is a necessity evident enough to military men. The very success of the admirably-perfected ambulance provisions of Dr. LETERMAN for the Army of the Potomac, and of Dr. UPHAM at Newbern, but adds force to the plea for a system which shall extend its benefits to the whole Army.

Though the effort has hitherto failed, and principally through the opposition of the Chairman of the Senate Military Committee, who undoubtedly acted under the advice of the Medical Department of the Army, the attention of Congress has again been called to the subject, and Mr. Wilson has at last presented an ambulance bill, carefully prepared under the advice of practical and experienced officers. The system which has been in successful operation in the Army of the Potomac, is the basis of the one laid down in the bill. The supervision of all ambulances, medicine wagons, &c., is vested in the Medical Director or Chief Medical Officer of each Army corps. One Captain, one First Lieutenant for each division; one Second Lieutenant for each brigade; one Sergeant for each regiment; three privates for each ambulance, and one private for each medicine wagon detached by each corps commander, constitute the *personnel* of the corps, the officers and non-commissioned officers of which are to be mounted. Three two-horse ambulances are granted to each regiment of infantry; two to each regiment of cavalry; one to each battery of artillery; two to the headquarters of each Army corps; and two army wagons to each division. The Surgeon-in-Chief of the division is required to detail two medical officers and two hospital stewards to accompany the ambulances when on the march. The use of ambulances is prohibited for any purpose except the conveyance of the sick and wounded, and for medical supplies only in urgent cases. No persons other, than those connected with the ambulance corps are allowed to remove the sick and wounded.

These are the main features of a system which commends itself, by reason of its simplicity and adaptation, to the necessities of the Army.

The model of the modern ambulance system is that established by Baron LARREY for the armies of the First NAPOLEON—a system pronounced by that General to be one of the happiest conceptions of that martial era, and one which speedily demonstrated its advantages in a material diminution of the number of death from wounds in the French army. Baron LARREY's system, it will be remembered, involved a thorough military organization of the ambulance corps, which was enabled to perform its duties and maintain its distinctive character, without interfering with the movements of the army. The corps in the first place, under the command of the chief surgeon or medical director of the army was formed into divisions, each division complete and separate in itself, but capable of being combined into a grand *corps d'armée*, or subdivided into brigades and regiments, according as the necessity of the case required. It is hardly necessary for us in this article to go into any minute description of the system. It is enough to say that its main features have been introduced into every European army, and that it has been found to work well.

We may here warn the friends of this movement not to expect too much of any ambulance system. The sufferings of the wounded of the French army at Solferino, where a complete ambulance corps was employed, and where the difficulties of making proper provision were slight compared with that encountered in most battles in this war, were exceedingly great. The vivid accounts newspaper correspondents gave of the horrors of the field and hospital at the time, must be fresh to every mind.

Civilians who find their way to the battlefield—which, as a rule, a correct taste would suggest them to avoid unless they have a duty there—have their hearts pained by the sight of the sufferings of the victims of shot, and shell, and bullet, and their sympathies being aroused, they are likely to be unreliable critics of the provisions which are made for the care of the wounded. Those who are more familiar with the difficulties to be overcome are more lenient of the surgeons, and less disposed to spread charges of cruelty and neglect. Battles, with their concomitants, are ugly things at best; all that skill, and method and humanity can do, is to alleviate their horrors in some slight degree. A great advance has been made since the time of CÆSAR, who knew nothing of hospitals and whose sick and wounded were almost wholly neglected, and undoubtedly there are yet further steps of progress to be taken; but battles must continue to be horrible, and the hearts of lookers-on to be pained beyond expression, until that good time shall come, when the nations "shall learn war no more."

THE BUREAU OF STEAM ENGINEERING.

A CASE recently brought to a close in the United States Supreme Court at Washington, has attracted more than ordinary attention, from the relations it has assumed to the question as to the honesty and efficiency of the direction of the important Bureau of Steam Navigation in our Navy Department. The object of the suit was to secure to the owners of the patent for the Sickles cut-off their royalty on the saving, which, it is alleged, is made by the use of this cut-off in place of the old-fashioned cam-board cut-off. Among the experts called to testify in the case was Mr. B. F. ISHERWOOD, Chief of the Bureau of Steam Engineering, who, in opposition to the claim for a saving of thirty-four per cent. in fuel by the use of the Sickles in lieu of the cam-board cut-off, asserted that not more than eighteen per cent. of fuel could by any possibility be saved by the use of any cut-off; that the claim for a difference between the use of one cut-off over another was simply absurd.

This opinion, stoutly maintained throughout a severe cross-examination, coming as it did from the highest official authority on the subject in this country, compelled the lawyer and engineer, EDWARD N. DICKERSON, Esq., who conducted the case for the plaintiff, in the interest of his client to bend all of his efforts to discrediting the professional knowledge and ability of Mr. ISHERWOOD. In this he so far succeeded as to secure a verdict in his favor for the full saving claimed. In his argument before the Court, Mr. DICKERSON indulged in the severest possible criticisms on Mr. ISHERWOOD as an engineer. Some of them would seem to be based upon the evidence, so far as we can judge without having it before us; but they evidently derive much of their force from that fierce denunciation and hair-splitting logic which legal gentlemen are apt to mistake for sound reasoning. Though it would be in the highest degree unjust to form an opinion of the merits of the charges against Mr. ISHERWOOD from the *ex parte* statements of a lawyer pleading for his client, the circumstances under which they were made and the weight that seems to have been given to them by the Judges of the Supreme Court, will not permit them to be passed by without notice.

Mr. ISHERWOOD is accused of having had no practical education for the position he holds, having been originally appointed a First Assistant Engineer in the Navy, not on the ground of previous professional experience, but as a reward for services rendered by him as a newspaper correspondent. And, if we are to believe Mr. DICKERSON, he has achieved his present position by the merest professional jugglery.

It is charged, moreover, that Mr. ISHERWOOD has been guilty of that worst species of dishonesty—that professional dishonesty which, for the sake of petty profit, will ignore established principles of science, and by juggling and trickery seek to establish falsehood in place of truth. He is charged with recommending

such patents and designs for boilers, condensers, &c., as will be most profitable to himself pecuniarily; and that he will introduce into the Navy almost any invention if the patentee will pay him his price, without regard to its adaptability for the required purpose. If this be true, if it is his pocket and not his professional judgment that insists so strongly upon putting SEWELL'S condenser and MARTIN'S boiler into every naval vessel, it would seem to matter but little whether he has a practical education or not. The engineer whose opinions are governed by his pecuniary interests, will fail, whatever the value of his unbiassed professional judgment and the degree of his professional ability and experience.

Such charges as these against Mr. ISHERWOOD ought not to remain uncontroverted if false; and if only partially true they demand investigation. If the building of the immense Navy we have now in progress be intrusted to incompetent hands, we are in danger of finding ourselves with a Navy which has cost the country hundreds of millions, but which is powerful only on paper, containing a large per centage of feeble ships constantly undergoing repairs, rendering no service, and entailing heavy expense on the Treasury.

THE publication of General MEADE'S order defining the terms upon which furloughs to reenlisting veterans are to be granted will enable the Army of the Potomac to begin promptly the work of reorganization. The order is well considered, and just in its provisions, and should be satisfactory to the Army. The time covered by the proposed furlough—thirty-five days—is not as extended as the men desired: but, considering the brief period intervening between now and spring, when the whole work of reenlistment should be completed, we dare say it is quite as long as could prudently be given. When three-fourths of the men of a regiment or company reenlist, such portion of the regiment or company will be allowed to go home in a body, and to take with it its arms and equipments. We are glad to observe that the phrase "three-fourths of a regiment or company" is distinctly made in the only sense in which it is compatible with justice to the soldier: it means three-fourths of the men belonging to it, and who are within the limits of the Army, and not to include those absent or prisoners of war, in the hospitals, etc. In the army of General GRANT the terms of the order for reenlistment include all these within the "three-fourths," and the consequence is the greatest dissatisfaction, and an almost complete cessation of reenlistments. We understand that in the Army of the Potomac ten thousand men have already signified their desire to reenlist on the basis of General MEADE'S order.

WE trust Congress will take the earliest possible opportunity to give the needed legislative sanction to the proposition made by the Secretary of the Navy, in his last annual report, touching Lights and Signals at sea. The question, if we remember rightly, was brought before Congress last session, but went over for want of time. The rules and regulations for the prevention of collisions at sea, prepared by the Governments of Great Britain and France, have been adopted by the leading maritime powers, and the adoption of the code by the United States will render the law and practice uniform and systematic. In regard to our naval marine, the Department has instructed our officers to conform to the proposed uniform system; but these instructions are mere departmental regulations: to acquire the force of international maritime law they need the force of legislative action. The system should also be extended to our mercantile marine. We can say that the proposal meets the hearty approval of every intelligent American ship-owner and ship-master.

THE Navy Department has obtained possession of a large amount of the private correspondence of Mr. LAMAR, recently a rebel agent in England for the purchasing of steamers, negotiating Confederate cotton bonds, etc. It was found on board the prize steamer *Ceres*, recently captured off Wilmington. Among the facts disclosed in this correspondence are these: That arrangements were making to purchase the prize steamers *R. E. Lee* and *Margaret and Jessie*, with the intention of again employing them in running the blockade; that the Wilmington blockade is disastrous to rebel hopes; a letter from W. P. CAMPBELL, of Bermuda, under date of Dec. 2, asserting that "the

"only boats that came in from Wilmington this moon were the *Flora* and *Gibraltar*." J. N. MAFFITT, formerly of the U. S. Navy, in a letter of the 19th of October, says: "the news from the blockade runners is decidedly bad—six of the best boats have recently been caught, among them the *Advance* and *Eugenie*. Nothing has entered Wilmington for one month." Another letter from France communicates the intelligence that the EMPEROR will wink at and assist the running of goods into the Confederacy through Matamoros, but wishes to be saved from exposure! It is very delightful, once in a while, to get hold of such unrestrained expressions as those contained in this correspondence of rebel agents. There is a candor and truth about it that is truly refreshing.

A BOARD of Naval officers has been ordered by the Secretary of the Navy, to assemble in New York, under the direction of Rear-Admiral F. H. GREGORY, General Superintendent of Iron-Clads, Vessels, &c., to examine and report upon a new method for destroying iron-clads and other vessels-of-war and submarine obstructions, and for harbor attack and defence, submitted by Chief Engineer WM. W. WOOD, now attached to the Charlestown Yard. The following officers compose the Board: Captain JOHN L. WORDEN, Captain TUNIS A. M. CRAVEN, Captain EDWARD T. NICHOLS, Chief Engineer JOHN FARON, Chief Engineer ELBRIDGE LAWTON, JOHN SOUTHWICK, Assistant Superintendent building gunboats.

A RICHMOND paper says that authentic information having been received that Acting Masters JOHN Y. BELL and EDWARD MCGUIRE, together with fifteen men, all belonging to the Confederate States Navy, are now in close confinement, in irons, at Fort McHenry, to be tried as pirates, Judge OULD has notified Gen. MEREDITH that Lieutenant-Commander EDWARD P. WILLIAMS and Ensign BENJAMIN H. PORTER and fifteen seamen, now prisoners in the hands of the Confederates, have been placed in close confinement and irons, and will be held as hostages for the proper treatment of their men.

THE matter of the exchange of prisoners has been put into the hands of General BUTLER, and there is reason to hope that by thus relieving the subject of the personal difficulties which had so unfortunately arisen between the old Commissioners of Exchange, our brave fellows will before long be returned from their trying captivity.

AN Army officer writing to us privately says:—

"Poor BUFORD received on his death bed the promotion long ago earned. This seems to me a mockery to which some of our best men have been subjected. WHIFFLE, STRONG and KIRBY had been promoted on the Department knowing they were about to die, and here it is again repeated in the dying moments of the best cavalry officer in our Army. I have heard that BUFORD was very much gratified when told that the PRESIDENT was 'in earnest.' BUFORD, BAYARD and DAVIS will lie together at West Point, where a monument to their memory is to be erected 'by the officers of the Cavalry corps.'"

COMMODORE GERSHOM J. VAN BRUNT died at Dedham, Mass., on Thursday, Dec. 17th, aged 63 years. Commodore VAN BRUNT was a native and citizen of New Jersey. He entered the service Nov. 3, 1818, and his name has thus been borne on the rolls 45 years. He received his commission of Commodore, July 16, 1862, but saw only a single month's active service in that rank, his last cruise expiring in August of that year. This last sea duty was in command of the *Minnesota*, which sailed from Boston in the early stages of the rebellion, and took an important part in the reduction of the Hatteras forts and in the severe and trying blockade service at Hampton Roads. Commodore VAN BRUNT was subsequently entrusted by the Government with the supervision and equipment of General BANKS' New Orleans expedition, and at the time of his death was acting under the orders of the War Department as Inspector of Transports for the New England District. He was engaged in duty at sea about fifteen years, in the aggregate; in shore duty, fifteen years, and was unemployed for fifteen years. He was highly respected in the Navy as an intelligent and zealous officer, and as an accomplished gentleman.

It is at length positively stated that General ROSECRANS has been appointed to the command of the Military Department of Missouri, in the place of Major-General SCHOFIELD, who will be assigned to another Department. The names of a number of Major-Generals were sent into the Senate on Wednesday for confirmation. General SCHOFIELD'S nomination was the only one which was taken up, but objection was made to its immediate consideration.

FOREIGN MILITARY AND NAVAL MATTERS.

It is said that the two steam rams built at Glasgow for the rebels have been purchased by the Russian Government for one million thalers.

M. BOURGEOIS, an able French writer on naval matters, has just published a work exposing the fallacies of Lieut. MAURY'S navigation charts.

It is confidently expected that a Royal Naval College will very shortly be reared on some salubrious portion of the coast of England.

THE British crown lawyers have pronounced the condemnation of the British bark, *Springbok*, by the New York District Court illegal and vexatious, and Lord LYONS is to remonstrate.

THE Russian authorities are erecting a mill at Colpino, near St. Petersburg, and propose to have a second mill built at once, that they may be able to produce 10,000 to 12,000 tons of armor-plates per year.

By the death of Admiral Sir JAMES HANWAY PLUMRIDGE, K. C. B., which took place on the 29th ult., Captain the Hon. THOMAS BAILLIE has been promoted to the rank of rear-admiral on the active list in the British navy.

THE first of the four rifled guns, weighing 20 tons each, manufactured by Captain BLAKELEY, for the Russian government, was lately tested at the Royal Ordnance butt at Woolwich. The proof charge consisted of 50 lbs. of powder and a cylinder weighing 600 lbs., which was fired two rounds, according to the proof regulations. The result was satisfactory.

It is announced that the Swiss Colonel, FOGLIARDI, who has been for some time in the United States studying the organization and operation of the Federal army, has given to his Government such a report as will induce a change in the organization of the Swiss army. Col. FOGLIARDI is now at Paris, and is about to publish there his report.

THE Paris correspondent of the London *Herald* says that France is quietly but very actively preparing for war. Tents, horses, ambulances, shoes, uniforms, and in short all the requirements for campaigning, are being prepared on a formidable scale. Other correspondents speak of a general impression in France that there will be war in the Spring, though it is not agreed with what Power.

THE *Achilles*, 30, iron-cased iron screw steam-ship, is nearly ready to be launched at Chatham. The last of the plates with which she is covered has been successfully fixed in its place, and the vessel is now encased throughout in armor-plates from stem to stern, the number of plates being 338, and their aggregate weight upwards of 1000 tons. The plates vary in thickness from 4½ inches on the broadsides to 3 inches at the stern.

THERE appears to be no reason to doubt the report of Gen. COMONFORT'S death. While in a private carriage, attended by several officers and an escort, he was attacked by a portion of MELIA'S forces, and killed. COMONFORT'S body was found with a lance wound through the heart, two bullets through the breast, and the head disfigured by sabre cuts. In the death of COMONFORT, the Juarez government loses an ardent and able supporter.

THE French Ministerial papers record with pleasure the fact that the dinner to Admiral RENAUD at New York was a great success; that the Federal Government refused to grant the privilege of raising recruits for President JUAREZ; and finally, and better than all, they say, they are highly pleased to see that President LINCOLN, notwithstanding the presence at Washington of the representative of JUAREZ, has accorded exequators to Consuls appointed by the actual Regency of Mexico.

THE Lords of the Admiralty have entered into a contract with Messrs. J. BROWN & Co., of Sheffield, for the supply by that firm of upwards of 1,000 tons of armor-plate for the iron-cased frigate *Lord Warden*, at Chatham. The armor-plates with which the *Lord Warden* will be covered will be 5½ in. in thickness for her lower broadside tiers, and the remainder 4½ inches; the *Lord Warden* differing in this respect from the other armor-plated frigates, in having her armor-plates of the same thickness on the stem and stern as on her broadside.

In a recent cruise of thirty-five days by the British iron-clad frigate *Warrior*, the maximum power of engines exerted was 3186 horse power; and the minimum 73.5. "The most striking feature," says an English journal, "in these figures is the reduction of the working power of the monstrous engines of the *Warrior* to 73 indicated collective horse-power, the engines at the time making 10 revolutions, and the ship going 2 3-4 knots. This is probably the greatest feat yet accomplished with marine engines of large power. Friction in this instance can scarcely be said to have existed at all."

WE have recently alluded to the use of ozone gas as a means of lighting the engine-room of the *Warrior*. This gas is about 28 times heavier than the atmosphere, and it therefore becomes necessary to carry it to the burner by means of a current of air. This is obtained by a double india-rubber bellows or blower, worked by a weight and geared wheels, which carries a current equal to 12.23 cubic feet per hour, or 148 cubic feet in twelve hours, absorbing 307.469 cubic inches of ozone—equal to 1.102 gallons for fifteen

lights for twelve hours—each light being equal to that of three composite candles, at eight to the pound. The cost of lighting the engine-room and screw alley with fifteen of the ozone lights for twelve hours is 4s. 5d., against 17s. 4d. for 33 oil and candle lamps, the ozone gas giving 11 per cent more light.

CAPTAIN ALEXANDER BOWERS, of the Royal Navy Reserve, has performed an exploit as important, if not as interesting, as the discovery of the source of the Nile. He has taken a 1,000-ton ship into the heart of China, ascending the Yang-tse to Hankow, the great tea *entrepôt*, 1,400 miles, by map measure, from Shanghai. He found a great city and flourishing trade, with about thirty British hong, built upon land granted by the Chinese government, more hong building, and every sign of great commercial prosperity. A club-house and church are building. The anchorage opposite the town is fairly safe, the risk of voyage is not excessive, and there seems little doubt that Hankow will henceforward be in direct communication with London. This is really a great result from the capture of Pekin, the valley of the Yang-tse being as productive as that of the Ganges.

THE British Admiralty is urged by military papers to call for a special report of the performance of the Armstrong guns when exposed to the enemy's fire at Kagosima, Japan. "There are such unpleasant reports of casualties," it is said, "and so many actual failures, that anything short of a full and detailed account from the admiral, and from each captain or commanding officer of the ships present, will fail to satisfy the country. If rifled breech-loaders cannot be depended upon to sustain the honor of England's flag, it is essential that they be immediately changed for more powerful and safer artillery. These Armstrongs, though, as it seems probable, unfit for the navy, will do very well for our fortresses; and thither, if the statements of officers serving in the vessels at Japan prove correct, the guns should be at once transferred. The Americans have eschewed breech-loaders as too complicated for warfare, and our own experience certainly tends to prove the correctness of their views; and with the knowledge which the Admiralty should already possess of the Armstrongs blowing out their vent-pieces at Japan, we must hold them inexcusable if muzzle-loading guns, rifled on some simple principle (the simpler the better), be not at once tested on board ship."

THE Russian Government have ordered a large number of guns of different calibre from KRUPP—fifty of 9 in. bore, with a larger number of 8 in. and 6 in., and a large supply of steel shells to suit. They have also ordered smaller guns from another Prussian firm. In Russia (the Ural Works) they are producing about twenty guns per month (up to 6 in. bore), also of cast steel. Mr. POVTELOFF, at his large works in Finland, and in his smaller works in Petersburg, is also producing smaller guns rapidly; and that gentleman, associated with Colonel ABOUKOFF and Mr. KONDRATZOFF, have a very extensive factory, close to Petersburg, nearly ready for producing solid guns of the very largest calibre, of steel, made on ABOUKOFF'S system. This factory Mr. POVTELOFF hopes to start in November. There will be sufficient crucible furnaces in it to enable him to cast a block of 15 tons; and the hammer power intended to be used for reducing these masses to shape is a 35-ton one, ordered from Newcastle, England, but which, from accidents in castings, &c., will not be delivered till the Spring of 1864. The Government, therefore, are giving M. POVTELOFF every assistance in their establishment at Colpino, to enable him to produce, by January 1st next, a 25-ton hammer, on NASMYTH'S plan, which, with a 15-ton hammer from England, will enable them to make 9 in. guns rapidly. The works are on a very large scale, and calculated, in a year or so, to produce ten large guns per week.

THE Russian Government is devoting much expense to the works at Cronstadt. The old forts are being put in a better state of defence, and at many points the masonry is to be covered up by earthworks. On the main island of Cronstadt, seaward, large earthworks are being thrown up, some of which are nearly finished. From the sea they will be scarcely visible, and they not only enfilade the channel, but some of them, being connected by parallels one with another, will be able to hold guns to take in reverse any ships which may run the gauntlet of their fire and that of the forts. Some of these earthworks, more exposed than others, are to be covered with 7½-inch plates, placed on an angle of 45 degrees, and curved over the top, so as to form a cover from vertical fire, and at the same time obviate the necessity of having bolts or any other fastenings to retain the plates in position. The embrasures will be closed immediately the gun is fired by a slide of 11-inch iron, or by a drop door. The guns to be placed in these iron-clad and other earthworks are to be 9-inch rifled cast steel, carrying a 300-lb. rifled shot, or a 250-lb. shell, 22 inches long. For the protection of the granite forts, enormous supplies of earth and fascines are placed at different points, all carried thence from St. Petersburg at enormous labor and expense. To provide further against the possibility of a fleet passing up the back of Cronstadt by the south channel, about 300 lighters, laden with stones, have been sunk, so that now in no part is there more than four feet of water. In case vessels should succeed in passing these, they will meet 300 infernal machines which are to be placed in the channel, each of which will contain 70 lb. of powder, and explode by

a slight touch from a vessel passing over. Another means of defence is also in course of preparation—a submarine boat of colossal dimensions, in the construction of which about 200 tons of iron and steel are to be used. It is rapidly progressing towards completion. Great secrecy is being used about this boat, but it is known that it is to have engines worked by compressed air, to have a very strong beak, with provision for attaching large cylinders charged with powder to the bottom of vessels, to be fired by electricity. The EMPEROR has not only approved the plans, but some months since signed the decree appropriating about £27,000.—say, 175,000 silver roubles—for this monster. By the 1st of June, 1864, the Marine Department confidently expects to have at Cronstadt 16 iron-clad vessels.

ISHERWOOD'S ENGINEERING RESEARCHES.

THE London *Engineer* has an editorial article on the work of Chief Engineer ISHERWOOD, U. S. N., entitled "Experimental Researches in Steam Engineering." It says:

Mr. ISHERWOOD has experimented upon certain water tube boilers in several of the American frigates, and with results which, as he declares,—speaking, too, with regard to the theoretical conditions of combustion and evaporation—leave no room for further improvement. This fact, if it be a fact, was arrived at by placing the steam space of these boilers in free communication with the atmosphere, and by boiling away water at 212 deg. by the combustion of anthracite coal. We will give a description of one of the boilers of the steamship *Wyandotte*, as a sample of the whole. This boiler was 13 ft. 2 in. long, 10 ft. 3 in. wide, and 13 ft. 5 in. high. It had three furnaces, each having a fire grate 2 ft. 6 in. wide, and 7 ft. long, the whole depth of the furnace being 4 ft., with 2 ft. clear above the grate at the front end, and 27 in. at the back. The heat from each furnace was led back through a space 2 ft. 6 in. wide and 2 ft. 8 in. high, in which were placed 311 tubes, each 2 in. in diameter outside, thus making 933 tubes in the boiler. This boiler has 58½ square feet of fire grate, 691 square feet of heating surface exclusive of tubes, and 1,303 square feet of external surface in the latter. The whole calorimeter or cross area between the tubes for draught is 10 square feet; the total steam room is 526 cubic feet; the water room, up to one foot above top tube plate, 450 cubic feet; the proportion of heating to grate surface is as 37 1-6 to 1, and the proportion of grate to calorimeter as 5.862 to 1. The grate bars were 1 in. wide at top, and there was ½ in. air space between them. The fire doors were double, the outer plate having ten 1-in. air holes, and the inner plate eighty-three ½-in. holes. The experiments were carefully continued for seventy-two consecutive hours. The fire was maintained by the natural draught of the chimney. The steam escaped freely into the air through a pipe 14 in. in diameter. In all, seven experiments, of seventy-two hours each, were made, from fourteen to twenty tons of coal having been burned at each experiment, in addition to the wood consumed in first raising the water to the boiling point. With anthracite coal, and with the air-holes in the fire door opened, and while burning at the rate of 8 1-6 lbs. only of coal per square foot of grate per hour, the rate of evaporation from 212 deg. was 12.044 lb. of water per pound of coal. Mr. ISHERWOOD is not quite content, however, with a standard of one pound of coal, but he had his coal analyzed, and gives an evaporation of 13.865 lb. of water from 212 deg. for each pound of "combustible," as he calls it, contained in the coal. This combustible excludes the earthy matter of the coal, and consists of carbon, hydrogen, oxygen, &c. When the air-holes in the doors were closed the rate of evaporation was diminished by about ½ lb. water per pound of coal. The maximum rate of combustion was 11½ lbs. only of coal per square foot of grate per hour, and with this and with the air-holes open, 11.06 lbs. of water were evaporated from 212 deg. by 1 lb. of coal. In burning "semi-bituminous coal" the rate of evaporation was not so great, and it may be mentioned, for the interest of those who insist that the heating value of gaseous coal is greater than that of purely carbonaceous fuel, that not only was the absolute evaporation per pound of semi-bituminous coal less than with anthracite, but even the evaporation per pound of actual combustible matter in the former kind of coal was less than for one pound of the combustible of the latter. Thus, with anthracite, the evaporation of water from 212 deg. from every pound of "combustible" in the coal ranged from 11.983 lbs. to 13.865 lbs., while each pound of the actual combustible matter in the "semi-bituminous" coal gave but from 11.466 lbs. to 11.677 lbs. of water evaporated from 212. The evaporation was only slightly greater with the air-holes in the fire doors opened. With the highest rate of evaporation attained the temperature of the products of combustion in the uptake was 250 deg., with the lowest rate of evaporation the temperature of the escaping gases was 285 deg. In one experiment of seventy-two hours a split bridge at the back of the grate, and an arrangement for more intimately mixing the gas and air were employed, but the rate of evaporation was found to be 7½ per cent. less than when the bridge and deflector had been taken out.

Mr. ISHERWOOD taking the heating value of one pound of pure carbon as 16,000 units of heat, equal to the evaporation of 16.5683 lbs. of water from 212 deg., only nine-tenths of his "combustible" is, as he finds, pure carbon, and he dismisses the other one-tenth as useless. This makes the maximum evaporative efficiency of one pound of combustible 14.91 lbs. of water from 212 deg. His boilers actually attain 13.0383 lbs. of this, when only 7.104 lbs. of coal are burned per square foot of grate per hour.

This distinction between coal, "combustible" and carbon, will be found very tedious, and in either case we do not see that Mr. ISHERWOOD'S long and costly experiments (much more than 1,000 tons of coal appear to have been consumed in them) have proved anything not known before. His rates of evaporation were about what could have been predicted, but it is, perhaps, as well to give his conclusions, for he has manifestly given unusual attention to the subject of marine boilers.

He prefers the water tube boiler to all others. It admits

more heating surface in a given space, and thus a higher rate of evaporation may be gained. The water tube boiler, we may observe, is generally adopted in all vessels built for the United States Navy, but the American steamboat owners do not appear to like it. At all events, guided by their own convictions of what is to their interest, they do not employ water tubes.

Mr. ISHERWOOD finds, as was to have been expected, that the economical evaporative power of boilers falls off as the rate of combustion is increased from 4 lbs. to 20 lbs. per square foot of grate per hour. With 12 lbs. of coal per square foot of grate per hour, not less than 35 square feet of vertical water tube surface, nor less than 45 square feet of surface where horizontal fire tubes are employed, should, Mr. ISHERWOOD concludes, be adopted to obtain the best result. The calorimeter, or clear passage between tubes, should, he says, be 4-31 that of the grate. It must not be less than 1-9th, nor more than 1-7th. Mr. ISHERWOOD observes also that "the horizontal fire tube boiler is much more sensibly affected by the calorimeter than the vertical water tube boiler, and requires a much nicer adjustment of it. It is also more affected by differences in the ratio of the heating to the grate surface, using the same rate of combustion."

COMMODORE WILKES TO THE SECRETARY OF THE NAVY.

WASHINGTON, December 11.

Hon. GIDEON WELLES, Secretary of the Navy:

SIR: To my great surprise, in your official report to the President, to be laid before Congress, I find my name placed before the country as the cause of the non-capture of the rebel privateers, by the detention of the *Vanderbilt* in the West Indies, in terms injuring my character as an officer. Justice to myself and family demand that I should not keep silence under the imputation so undeservedly cast upon me.

I shall, therefore, repel the charge in a few words; though I regret that it is impossible for me, in a letter like this, to enter into details, and show why the piratical rovers were not captured in the West Indies; but my correspondence with, and my urgent entreaties, often repeated, to the Department, to send me the necessary force in fast and effective vessels, contain my full justification. The failure to capture these vessels in the West Indies is to be attributed solely to the want of that force. The blame, therefore, does not rest with me, but elsewhere. Upon my return in July last I reported immediately to you, as ordered, and requested to know why I was relieved. You replied, "Policy," and you gave me to infer from your remarks that it was through the action of the British Government and the influences that had been brought to bear on you. This induced me to call on the Secretary of State, who assured me that my whole course of conduct had met with the approval of the State Department, and neither diplomacy nor policy had anything to do with it. Not a word of disapproval have I ever received, either verbally or in writing, from the Department about the detention of the *Vanderbilt*.

My surprise was, therefore, great when I learned it through public report. You will undoubtedly recollect that upon my return in the *San Jacinto*, in December, 1861, I stated to you a plan for protecting our treasure ships and commerce in the West Indies; anticipating, as I then did, that many of them would be captured and burned, and that this would be obviated by a flying squadron, to be composed of not less than twelve fast steamers. It was not until nine months afterward (September, 1862) that you consented to adopt it, and placed me in command. I received orders on the 7th of that month (September) to take four vessels of the James River flotilla, which had been under steam for months, and were inefficient in many respects; with these, after a few days, and with few repairs, I was hurried off. Two other vessels, then in the West Indies, were also to join, and a promise, also, that as soon as others more effective could be got ready they would be sent to join me, among which the *Vanderbilt* was designated. The activity of this small squadron of inefficient vessels (anything but a flying squadron), through the energy and perseverance of its officers and crews, is well known, resulting, as it did, in the entire breaking up of the business of Nassau, and holding in check of blockade-runners, about which the English press made so great an outcry. Instead of the *Vanderbilt* joining me immediately, as I anticipated, she made two unsuccessful cruises after the *Alabama* in the North Atlantic (during the last of which the *Alabama* was already in the West Indies), and the *Vanderbilt* did not reach the West Indies for five months, and was then sent to act independently of me within my command. When I met her, Commander BALDWIN showed me, as admiral and commander-in-chief of the West India squadron, his orders, according to the usage of the service, when I deemed it my duty, and for the best interest of the Government and objects to be attained, to take her as my flag-ship, to enable me to perform the duties assigned me; my flag-ship, the *Wachusett*, having entirely broken down, and the *Juniata*, which was to have replaced her, not heard from. If the *Vanderbilt's* orders had been to proceed directly to the coast of Brazil, and I had detained her, I might have been to blame; whereas I only carried out your orders, which read: "When you are perfectly satisfied that the *Alabama* has left the Gulf or West Indies for some other locality, you will proceed along the coast of Brazil," &c. It was, therefore, not my detention of the *Vanderbilt*, but your own orders that were carried out, for the certainty of the *Alabama's* departure was not known in St. Thomas until the last of May or the first of June.

As soon, therefore, as the necessary repairs could be completed, and coal taken in, the *Vanderbilt* was sent in pursuit, viz., June 13, with instructions from me to carry out the orders from yourself, with some suggestions I deemed might be useful. It is believed that the movements of the *Alabama* were known in St. Thomas before they could have been anticipated in Washington. No vessel could have been more active in the search for the marauders than the *Vanderbilt* was whilst my flag was flying on her. When I took her under my command she was incapable of making the cruise that you had pointed out, and Commander BALDWIN was of opinion that she would be obliged to return to New York within twenty or twenty-five days for repairs; but I thought

otherwise, and that her repairs might be effected in ten days at Key West, whither I sent her. The repairs were partially made, and I was enabled to have her fully equipped and repaired afterward at St. Thomas; and I made a large addition to her officers, crew, and marines, from my squadron, without which she could not have been efficient to perform the cruise. All these facts are shown by the record of the vessel, and were stated in my dispatches to you. The *Vanderbilt* was not detained a day beyond the limit you had prescribed.

I am well satisfied that had you looked into the merits of the case you would have awarded credit to me instead of impugning my character as an officer. I was empowered by naval laws and usages to retain the *Vanderbilt*, if in my judgment I considered it my duty, and I took the responsibility. To have permitted her to cruise among and in company, as her commander might think fit, would have disorganized my squadron, and created discontent among the officers; and further, would have prevented that joint action of a fleet so essential to the successful attaining of the desired object. The whole evidence of what the squadron under my command accomplished is contained in my written dispatches now on file in the department, and I therefore respectfully request that this letter, with my correspondence during my cruise in the West Indies, may be laid before Congress for my full justification, and to show others the true cause (want of vessels, both in numbers and efficiency) why the *Alabama* and *Florida* were not captured in that sea.

I am, very respectfully, your obedient servant,

CHARLES WILKES.

WATCHING REBEL PRIVATEERS.

The Boston *Advertiser* is permitted to publish the following private letter, written to a gentleman of that city:—

U. S. STEAMER KEARSAGE,
BRESE, FRANCE, Dec. 2, 1863.

SIR:—Knowing that you will feel interested in all appertaining to the two pirates which we have now on this side of the water, I have taken the liberty of addressing this to you so that our people at home may know exactly how we are situated; for I do not think we have a shadow of a chance of capturing either of them. We arrived at this port on the 17th of September and found the *Florida* in dock repairing, all her crew having left her for England. She is still here making her repairs and the French Government are giving her every assistance, so that now they are converting her into a perfect man-of-war. She is now almost ready for sea, but has not yet got any crew. Her captain left this place for ten or twelve days for Paris. It is impossible to say when she will leave. On the 29th of October we received a telegram from Lisbon saying that the *Georgia* was spoken of that place steering to the N. E. On the 31st, we got up steam to go in search of her, but were too late as she arrived at Cherbourg on the 30th, at which place she is also repairing, and we do not know when she will leave. Now, sir, how can it be expected that we can take care of these two vessels? We have been now two months and a half all alone, watching the *Florida*; the nearest vessel we have to us, is the *St. Louis* at Cadiz, 1,000 miles from this port. There are three outlets from this port by which the *Florida* can escape; the channels that we have to blockade are about 30 miles wide, and the twenty-four hour law put in force. Now how can the government or people blame us should the *Florida* escape, when there are twenty vessels blockading Wilmington and yet vessels run in and out? We ought to have at least three more vessels at this port; then I do not think the *Florida* would ever attempt to go out, for we would always have three vessels outside—that is to say if they were commanded by proper men who would attend to and do their duty. As regards the *Georgia* there is no vessel watching her, and there ought to be at least three to look after her. If we can only get ships enough to look after the *Florida* and *Georgia*, we shall have but one pirate to prey upon our commerce; and this, I think, ought to be done at any cost, and without regard to expenses to the Government. Should they both escape before any vessels arrive to assist us, then look out for burning and destroying our vessels; for they will never give us another such chance of capturing them as they have done this time. Will you please make this known as far as you think prudent, and do not let the blame rest on us.

The *Florida's* battery consists of two 140 lbs. 9-inch pivot rifled guns; six 80 lb. 6-inch broad-side rifled guns. She throws more metal than we do, but still will not come out and give us a fair fight.

CASUALTIES IN THE NAVY.

During the year ending December 1st, 1863, there were 43 deaths of officers of the Navy reported to the department, including:—

- 1 Admiral—Andrew H. Foote, June 26th, 1863.
- 2 Commodores—John W. Kelly, February 6, 1863, and Henry W. Morris, August 14, 1863.
- 1 Captain—Stephen B. Wilson, March 15th, 1863.
- 5 Commanders—William B. Renshaw, January 1st, 1863; Jonathan M. Wainwright, January 1st, 1863; Maxwell Woodhull, February 19th, 1863; Abner Read, July 12th, 1863; George W. Rodgers, August 19th, 1863.
- 7 Lieutenant Commanders—Edward Lea, January 1st, 1863; William Gwin, January 3d, 1863; Thomas McK. Buchanan, January 14th, 1863; A. Boyd Cummings, March 18th, 1863; Wilson McGunagle, April 2d, 1863; David A. McDermot, April 18th, 1863, and John E. Hart, June 11th, 1863.
- 2 Lieutenants—Charles W. Zimmerman, January 1st, 1863, and John P. Hall, September 8th, 1862.
- 4 Assistant Surgeons—Jacob M. Gotwold, February 2d, 1863; Edward A. Picron, May 23d, 1863; David W. Balantyne, September 10th, 1863, and Harry L. Plyington, September 25th, 1863.
- 2 Assistant Paymasters—Frederick R. Curtis, April 17th, 1863, and Joseph T. Lisle, September 25th, 1863.
- 1 Chaplain—Mortimer R. Talbot, April 21, 1863.
- 1 Professor—Joseph S. Hubbard, August 16, 1863.
- 2 Chief Engineers—George Gideon, June 16, 1863; Robert W. McCleery, September 16, 1863.
- 4 Midshipmen—Foxhall P. Smith, January 19th, 1863;

Richard H. Dana, April 2d, 1863; Wm. K. Butler, April 6, 1863; Frederick B. Griswold, April 9, 1863.

1 First Assistant Engineer—John Alexander, January 26th, 1863.

1 Second Assistant Engineer—Frederick Bull, jr., August 9th, 1863.

5 Third Assistant Engineers—Robinson W. Hands, December 10, 1862; Samuel A. Lewis, December 10, 1862; Patrick H. Barry, August 1, 1863; James McGregor, September 22, 1863; Wm. F. Law, September 24, 1863.

4 Gunners—Jacob Amce, January 31st, 1863; Richard F. Dunn, February 1st, 1863; Wm. Arnold, March 21st, 1863; John G. Bills, May 16th, 1863.

There have been 33 resignations, including 6 Assistant Surgeons, 1 Assistant Paymaster, 1 Professor of Mathematics, 16 Midshipmen, 2 Second Assistant Engineers, and 7 Third Assistant Engineers. Two Gunners, two Carpenters, and one Sailmaker have also resigned.

The list of dismissals foots up to 64, including 1 Commander, 2 Lieutenants, 1 Surgeon, 1 Paymaster, 1 Chief Engineer, 50 Midshipmen, 2 Boatswains, 2 Gunners, 2 Third Assistant Engineers, 1 First Lieutenant Marine Corps.

VESSELS LOST DURING THE YEAR.

The following 32 vessels were lost in the United States naval service during the year ending December 1st, 1863:

STEAMERS.—*Barratavia*, 2, April 7, grounded in Amite river, La., and burnt; *Baron de Kalb*, 13, July, in Yazoo river, by torpedo; *Cairo*, iron-clad, 13, Dec. 12, 1862, sunk by torpedoes in Yazoo river; *Columbia*, 6, January 14, wrecked on coast of North Carolina; *Clifton*, 8, Sept. 8, captured at Sabine Pass; *Diana*, 2, March 28, captured in Berwick's Bay; *Glade*, 6, Sept. 7, by fire at Cairo; *Harriet Lane*, 4, Jan. 1, captured at Galveston; *Hatteras*, 4, Jan. 11, sunk off Galveston by *Alabama*; *Indianola*, iron-clad, 4, Feb. 24, captured in the Mississippi; *Isaac Smith*, 9, Jan. 30, captured at Stone Inlet; *Kinsman*, 2, April, snaggd and sunk in Berwick's Bay; *Keokuk*, iron-clad, 2, April 7, sunk in attack on forts at Charleston; *Madgie*, 3, Oct. 11, sunk off Frying Pan Shoals; *Monitor*, 2, Dec. 31, 1862, foundered off Cape Hatteras; *Mississippi*, 19, March 14, abandoned and burnt at Port Hudson; *Reliance*, 1, Aug. 23, captured on Rappahannock; *Satellite*, 2, do.; *Sachem*, 5, Sept. 8, captured at Sabine Pass; *Sumter*, 5, June 24, sunk off Cape of Chesapeake by collision with the *General Meigs*; *Westfield*, 8, Jan. 11, grounded, abandoned, and blown up in Galveston Bay. In all, 21 steamers.

STEAM-TUGS.—*Crocus*, 2, Aug. 17, captured at Sabine Pass; *Lily*, 1, May 3, sunk in Yazoo river.

RAMS.—*Kosciusko*, or *Lancaster*, March 25, sunk by Vicksburg batteries; *Queen of the West*, Feb. 14, captured in Red river.

SHIPS.—*Morning Light*, 8, Jan. 21, captured at Sabine Pass; *Shepherd Knapp*, 8, May 18, wrecked in entering harbor of Cape Haytien.

BARK.—*Amanda*, 7, May 27, West coast of Florida, during a gale.

BRIG.—*Bainbridge*, 7, Aug. 21, capsized off Cape Hatteras.

SCHOONER.—*Brockenborough*, 1, May 27, West coast of Florida, during a gale.

SLOOP.—*Preble*, 11, April 27, by fire at Pensacola; *Velocity*, 1, Jan. 21, captured off Sabine Pass.

The total tonnage of the vessels lost was 15,985, and they carried in all 166 guns.

WORKMEN have been engaged for some time past, under the direction of Colonel McCallum, Superintendent of Military Railroads, in collecting all the old iron scattered along the Orange and Alexandria Railroad, from Alexandria to the Rappahannock River. The lot comprises remnants of the wrecks of locomotives, railroad cars, bent and twisted rails, and iron from the bridges destroyed and track torn up in the various rebel raids which have taken place on the line of this road within the past two years. These fragments, of all sorts, sizes, and descriptions, spread along the road for miles, are being gathered up and taken to Alexandria, where they will be sold during the coming month. The lot will amount to upwards of two thousand tons, and comprises some nine or ten damaged locomotives.

A MONUMENT TO ROBERT FULTON.—The executive committee of the Fulton Monument Association will shortly issue a circular inviting the cooperation of the public to assist them in erecting a monument over the remains of Fulton, now resting in Trinity churchyard. The design for this monument has been made by Henry K. Brown, the sculptor, and is as follows: A structure of Portland stone, resting on massive arches of a severe architecture, and supporting above the arches figures representing the American rivers and lakes, and above these, figures representing the four quarters of the globe, is crowned, at the height of forty feet, with a colossal statue of FULTON, in a sitting posture, holding in his hand the model of a steamboat, which he is supposed to have just completed, and is presenting to the attention of the world.

THE GETTYSBURGH NATIONAL CEMETERY.—The commissioners appointed by the Governors of the different States, who have soldiers buried in the Soldiers' National Cemetery at Gettysburgh, Pa., met at Harrisburgh, Pa., on the 17th inst., and adopted a plan for finishing the cemetery. The estimated expense of completing the cemetery, including a monument to cost \$25,000, is \$63,500, which the different States are requested to contribute in the ratio of their representation in Congress. The cemetery is to be kept in repair by annual appropriations by the States. A committee was appointed to procure designs for a monument.

CAPTAIN James A. Ekin, Assistant-Quartermaster, United States Army, Indianapolis, Indiana, has been ordered to report in person for duty at the Quartermaster-General's Office with the least possible delay. Captain J. L. Trumbull, or any other officer of the Quartermaster's Department at hand, is ordered to relieve Captain Ekin.

CAPTAIN J. McC. Bell, Assistant-Adjutant-General of Volunteers, has been assigned to duty as Assistant-Adjutant-General at the headquarters of Major-General Pope.

CONGRESS.

SENATE.

On Thursday, the 17th, the following resolution, submitted by Mr. WADE, was adopted:—

Resolved, That the Secretary of the Navy be directed to communicate to the Senate all official reports and dispatches and papers in the Navy Department relating to actions in which any of the armored vessels have been engaged, and especially the report of Capt. Worden of the combat of the *Monitor* with the *Merrimack*, and the report of Capt. John Rodgers of the attack on Fort Darling, together with the dispatches of Admiral Goldsborough transmitting them. The report of Captain Worden and Captain Drayton of the two attacks on Fort McAllister on the Ogeechee with the dispatches of Rear Admiral Dupont transmitting them to the War Department. The reports of Rear Admiral Dupont of the attack of the 7th of April, 1863, on the defenses of Charleston harbor, together with the reports of Capt. Drayton, of the *Pasquotank*, Commander Rhind, of the *Keokuk*, Capt. Downes, of the *Nahant*, Capt. John Rodgers, of the *Weehawken*, Capt. Worden, of the *Monitor*, Commander Fairfax, of the *Nassau*, Commander G. W. Rodgers, of the *Catakill*, Commander Turner, of the *New Ironside*, and Commander Ammen of the *Palapson*, touching their several vessels during that attack, and also the reports of any investigations after the action, with the condition of any of the armed vessels engaged in it, or respecting the repairs found necessary on any of these vessels after these actions, made by their officers or any of them, or any official statement respecting these vessels in connection with the said action, or respecting experiments to test the value of rafts for the removal of obstructions made by these officers or any of them or by Engineers Lovering, Robie, or Stimers; and also the report of Capt. John Rodgers, of the action between the *Weehawken* and the *Atlanta*, together with the dispatch of Rear Admiral Dupont, transmitting it, and all other official correspondence with any of these officers with the Navy Department respecting or relating to these actions; and also the officers' reports of the sinking of the *Weehawken* inside the bar of Charleston, and the official report of the springing a leak of the *Sangamon* at the Washington Navy Yard on the eve of her departure on a cruise.

On Friday, the 18th, the Bounty Pay Bill was reported back with amendments by Mr. WILSON (Mass.), from the Committee on Military Affairs, to which it had been referred the previous day. By these amendments, bounties are confined to those enlisting prior to January 5th, 1864, after which date no bounty to substitutes and none to enlisted or drafted men, excepting the one hundred dollars now allowed, will be paid. Mr. WILSON also reported back the bill amending the enrollment act, adding a new clause and abolishing the three hundred dollar clause of the present law. It includes the enrollment of any person arriving at the age of twenty years, and any one who has not been in the service two years and honorably discharged. It exempts a person who may attain his 45th birthday between the enrollment and the draft, but abolishes the exemption of felons, and exempts none where relatives are wholly dependent on their labor for support unless actually supported by their labor.

Mr. DIXON (Conn.) offered an amendment exempting clergymen from the draft. Mr. HENDRICKS (Ind.) also introduced an amendment proposing two classes of enrolled persons, as in the existing law, the second class not being liable to be called until the first is exhausted.

The Vice-President on Monday, the 31st, laid before the Senate a communication from the Secretary of the Navy in response to a resolution of the Senate of February 25th, 1863, transmitting the proceedings of the Court-Martial in the case of Commodore CHARLES HUNTER. It was referred to the Committee on Naval Affairs. Various petitions were introduced by Mr. DIXON (Conn.) praying for the amendment of the Enrollment Act, so that clergymen may be regarded as non-combatants. A joint resolution was presented by Mr. MORGAN (N. Y.) calling on the Secretary of War for the names of all officers and men who have deserted from the Regular Army or resigned, between the first of December, 1860, and December, 1863. It was adopted. A similar resolution relative to the Navy was offered by Mr. FORT (Vt.). On motion of Mr. WILSON, the bill for increased bounty and pay for volunteers was taken up—the amendment allowing soldiers to enlist in other branches of the service coming first under consideration. It was adopted, and a proposed amendment moved by Mr. GRIMES was rejected.

On Tuesday, the 22d, the joint resolution of the House appropriating twenty millions of dollars for bounties was taken up, and on motion of Mr. FESSENDEN (Me.) an amendment was adopted providing that no part of this sum be paid to any enlisted man after January 5th; also a further amendment to the effect that no bounty be paid after that date except such as is not provided for by existing law. Mr. WILSON offered an additional section, to the effect that the money received from drafted persons shall be paid into the Treasury of the United States, to be drawn out on requisition as other money, and be appropriated to the payment of bounties and procurement of substitutes. This amendment was adopted, and the resolution then passed without a dissenting voice. The amendments to the Enrollment Act introduced by Mr. HENDRICKS and Mr. DIXON were rejected.

On Wednesday, the 23d, petitions were presented from Protestant Episcopal bishops of various States, asking that their conscientious scruples be regarded in reference to bearing arms. Mr. WILSON submitted a bill to establish a uniform system of ambulances in the Army. Mr. WILSON offered a resolution, which was passed, inquiring of the Secretary of War whether slaves in various States have been enrolled under the act, and if not, why such enrollment has not been made. Mr. TRUMBULL's resolution calling for names of generals without commands was passed.

HOUSE.

On Thursday, the 17th, Mr. RICE (Mass.) from the Committee on Naval Affairs, reported a joint resolution, which was passed, tendering the thanks of Congress to Captain JOHN RODGERS for his eminent skill and zeal in the discharge of his duty. Mr. COX (Ohio) ineffectually sought to introduce an amendment of thanks to Admiral DAVID D. PORTER, for his efficient aid in opening the navigation of the Mississippi. On motion of Mr. WILSON (Iowa) the Committee on Invalid Pensions were instructed to inquire what legislation is necessary to secure to the widows and legal representatives of persons who have died, or may hereafter die, from wounds or disabilities received in the line of their duties, the same pensions as are allowed to others. Mr. SMITH (Ky.) introduced a series of resolutions, declaring it to be our duty to prosecute the war as long as there shall be found a rebel in arms against the Government. These resolutions were adopted by a decisive majority.

On Monday, the 21st, Mr. SCHENCK (Ohio) introduced a bill, which was referred to the Committee on Military Af-

fairs, to create a Bureau of Military Justice. Mr. MILLER (Pa.) offered a resolution requesting the President to instruct those having charge of the exchange of prisoners to propose to the rebel authorities to exchange white man for white man, leaving other questions to be disposed of hereafter. A substitute for this resolution, offered by Mr. WASHBURN, declaring that the House approve of the measures taken by the Administration for the exchange of prisoners now held by the enemy in Southern prisons, and that the same course be pursued for a fair and just exchange of all our soldiers now held by the rebels, was adopted by a decisive vote. The bill appropriating \$20,000,000 for the payment of bounties, advance pay, and premiums for soldiers volunteering or enlisting in the service of the United States, was taken up and passed, after the rejection of various amendments.

On Tuesday, the 22d, a bill was passed to pay the officers and men called out for home defence in the Western or Missouri Department. It appropriates for this purpose over \$700,000. The Military Academy Appropriation Bill was also passed. A resolution was adopted, instructing the Committee on Military Affairs to make an immediate inquiry into the expediency of amending the Enrollment law so as to compel the Provost-Marshal to hold their examinations for physical disability, etc., at the county towns. The House concurred in the Senate's amendments to the Bounty Bill.

On Wednesday, the 23d, General McCLELLAN's report was transmitted by the Secretary of War, and a resolution ordering ten thousand extra copies to be printed was referred to the Committee on Printing. A bill was reported from the Committee on Military Affairs creating a bureau of military justice, also a bill repealing a part of the Enrollment act.

RE-ENLISTMENT OF VETERANS.

A SPECIAL order from Major-General MEADE authorizes corps and other independent commanders to grant individual furloughs for forty-five days—which must cover the entire period of a soldier's absence from his company and regiment—to such men of their respective commands as may have re-enlisted, or having, since the issue of the circular from headquarters, dated Dec. 17, 1863, signified their intention to do so, shall at once re-enlist as veteran volunteers, under the provisions of General Orders Nos. 101, 305, and 370, from the War Department.

When three-fourths of the men of a regiment or company re-enlist, such portion of the regiment or company will be allowed to go home in a body, and take with it its arms and equipments. Three-fourths of a veteran regiment will be understood to mean three-fourths of the men belonging to it, and who are within the limits of the Army of the Potomac, and not to include those absent as prisoners of war, in the general hospitals, &c. When there are men in a veteran organization who do not come within the limits for re-enlistment (all men who have joined the Army since July 1, 1863, excepted), and are yet willing to re-enlist, they will be permitted to go on furlough with the regiment, in case it goes in a body; and those only will be left behind who are within the limits and yet refuse to re-enlist, and the aforesaid men who have recently joined. The men willing to re-enlist will, of course, not be discharged and mustered till they come within the limits,—that is, have less than one year to serve; but they will be required to affirm in writing their intention to re-enlist, and such affirmation must be witnessed by two commissioned officers, and filed with the muster-rolls of the company to which they belong.

Every furlough granted under this order will have an endorsement showing that the holder, as a veteran volunteer, is entitled to transportation to and from his home, as provided for by paragraph 4 of General Orders, No. 376, from the War Department.

The necessities of the service will not admit of the granting of furloughs at present to a larger number of men than are embraced in this order; but the men not here included, who may be entitled to re-enlist as veterans, will be granted a similar furlough on the return to duty of the men now furloughed.

FROM EUROPE.—Latest European advices—to the 13th—contain the report that the French Government is preparing a squadron of the Pacific, with the view of stopping the supply of arms from California for Juarez. Marshal Forey had reached St. Nazaire in the frigate *Panama*. Several important victories by the Poles over the Russian troops are confirmed. Arrests at Warsaw continue to be as numerous as ever, and the system of depopulation progresses without abatement. Russia is reported to be making great armaments at Kieff and Nicolaieff. England was very much excited over the prize fight between Heenan and King, which took place on December 10, at Tunbridge. King won in twenty-five rounds, the fight having lasted thirty-one minutes. King's victory was received in England with great exultation.

From India the dates are to the 29th of November. Lord Elgin died on the 20th of November. There had been hard fighting on the frontier. The hill tribes had risen against British rule and attacked the British troops under General Chamberlain with great determination; but they were repulsed and had not resumed the attack. Two English officers were killed and five wounded, including General Chamberlain and Colonel Hope. One hundred and twenty-eight British and native troops were killed and wounded. General Chamberlain was in a strong fortified position, with five thousand troops, well provided with everything. He telegraphs that he is confident of final success, and does not require reinforcements. Chamberlain had resigned the command on account of his wounds.

THE Russian Admiral Lisovski and chief officers of the fleet visited the Army of the Potomac last week, arriving at headquarters about 3 P. M. A review of the 6th Corps was immediately ordered, and before 5 the troops were in line. The promptness of this move, and the splendid, soldierly appearance of our men impressed the distinguished visitors with the remarkable efficiency of our volunteer system. After the review General Sedgwick handsomely entertained the Admiral and staff at his headquarters.

NAVY YARDS.

BROOKLYN NAVY YARD.

The *Courier* arrived December 19. The *Selago* sailed December 20. The *Gladius*, *Galata*, and *Neuborn* will sail about the beginning of next week. The *Winoska*, which was lying at the foot of Rivington street for repairs, has been taken to the foot of Seventh street. The *Geddyburgh* (formerly the *Margaret and Jessie*), which arrived at this port December 4, now lies at Jersey City for repairs. The bark *Saxon*, of Cape Town (Cape of Good Hope), formerly the American bark *Lucy Johnson*, of New London, arrived at this port on Wednesday evening, in charge of Acting Master E. S. Keyser. The *Saxon* was captured by the *Vanderbilt* on October 29th, at Angra Pequena, West Coast of Africa, about 400 miles north of the Cape of Good Hope. The *Saxon* is about 250 tons burden. She has on board part of the cargo of the bark *Conrad*, which was captured by the *Alabama*, and converted into the *Tuscaloosa*. The cargo is principally wool. The steam-frigate *Niagara* arrived on the 23d, from a short cruise in chase of the *Chesapeake*.

BOSTON NAVY YARD.

The U. S. steamer *Cornubia*, Capt. Breck, arrived on Tuesday from Halifax. The U. S. steamer *Acacia* sailed in company for Boston but was obliged to put back in consequence of her fires becoming clogged by using soft coal.

The steamer *Ellis* and *Annie*, (the recently purchased prize), Acting Volunteer Lieutenant commanding J. F. Nickels, has arrived at this Yard. She left the Yard in pursuit of the captured steamer *Chesapeake* on the 10th inst., and proceeded immediately to Eastport, where she arrived on the day following.

The mechanics and laborers, who received their pay on the 15th inst., have subscribed the sum of \$700 for the purpose of paying the wages of those workmen who, they think, were unjustly discharged from their employment by the late commandant of the Yard, as promoters of the recent strike movement.

PHILADELPHIA NAVY YARD.

The U. S. supply steamer *Bermuda*, Lieutenant Smith commanding, arrived at the Yard on the 21st inst., from the Western Gulf Squadrons, via Fortress Monroe 19th inst. Also, U. S. gunboat *James Adger*, Parsons, from Fortress Monroe, 19th inst. She came for repairs, and brought five passengers and eighteen prisoners.

The iron-clad steamer *Sangamon*, which arrived from Washington on the 19th inst., has been placed upon the dry dock for repairs.

A crew has been ordered aboard the rebel ram *Atlanta*. She will receive her armament in a few days and will sail for parts unknown.

The screw sloop *Ticonderoga*, 10, which sailed from Boston on the 11th inst., in pursuit of the *Chesapeake*, has arrived at the Yard. She has lost her foremast.

VARIOUS NAVAL MATTERS.

The rebel steamer *Gibraltar*—formerly the *Sumter*—has arrived at Queenstown, with three hundred and thirty bales of cotton from Wilmington.

Two affidavits have been published in England in which the deponents state that, while the Union war steamer *Kearage* was lying at Cork last month, a number of Irishmen were enlisted for service in the ship. The men were subsequently re-landed at Cork.

The Navy Department received information some days since that an attempt which was made to launch the iron-clad *Saugus*, Wilmington, failed. Several hours were spent in endeavoring to get the ship off the stocks, but without success.

The schooner *G. O. Bigelow*, which was recently captured and then released by the transport *Fulton*, was retaken and destroyed in Bear Inlet, thirty miles to the southward of Beaufort, by boats from the *Mount Vernon*. She had previously landed her cargo.

It has been announced that Mr. Wm. H. Webb, of New York, had contracted with the Italian Government to build two frigates like the French iron-clad *La Gloire*. The contractor will soon prepare a place for the keels of the vessels; one of them to be ready very soon.

The launching of the ocean iron-clad *Dictator*, built by C. H. Delamater, at the foot of Thirteenth street, North River, is set down for Saturday, December 26. Since the attempts to launch her last month her ways have been rebuilt with a greater inclination and the water deepened at the bulkhead.

The total amount of the pay-roll for the month of November at the Charleston Yard is \$123,774 25—a great decrease from the previous month, and occasioned by the strike of the workmen, which lost them nearly \$160,000. The pay-roll for December will be very large, as the number of laborers has been considerably increased.

A GIBRALTAR letter of the 27th ult., received by a well-known mercantile house in Boston, states that the supposed rebel steamer seen off the Straits of Gibraltar proves to be a French war steamer attached as a dispatch boat to the French iron-clad fleet which was cruising off Cape St. Vincent.

The United States Marshal sold at Washington this week the prize schooners *George Chisholm* and *Arctic*, with their cargoes. The *Arctic* was sold for \$2,750, and the *Chisholm* for \$735; 500 sacks rock salt brought \$1.56 per sack, and 600 more brought \$1.51 per sack. A number of barrels of beef brought \$50 per barrel. A chronometer sold for \$66.

The work of moving the boilers of iron-clad steamer *Agamemnon* s from the wharf under the shears at the Portsmouth Yard to the vessel on the railway above the dock, is progressing favorably. Four of these immense boilers, weighing about forty-five tons each, are moved across the Yard on a track laid for the purpose, and in a day or two they will be on the deck of the ship, and lowered into position by means of temporary shears.

The commander of the U. S. steam frigate *Colorado* reports the capture of the schooner *Alert* or *Winona*, by the gunboat *Kanawha*, on the 29th ult., while attempting to run out of Mobile. Her owner, named Boyd, was aboard at the time of her capture. She had a valuable cargo on board, consisting of 245 bales cotton, 100 barrels rosin, 15 barrels turpentine, 13 boxes tobacco, 20 caddies tobacco and 1,000 staves. On the persons of passengers were found papers of value.

There is a newspaper story of doubtful authenticity, that "a very large proportion of the rebels in our hands—not less than a third of them—are desirous of enlisting in the Navy, and it is understood that the Secretaries of War and the Navy have agreed to permit them to do so. General Marston is reported to have said that he could, on very short notice, furnish 1,000 sailors from the prisoners' camp at Point Lookout, of which he is in charge." We imagine it will be a long time before our Navy receives any reinforcements from such a quarter.

EUROPEAN advices to the 13th state that the rebel pirate *Alabama* was to visit Madras. The suspected rebel steamer *Panopero* had been formally seized by the customs authorities at Glasgow. The *Vanderbilt* left Mauritius on the 10th of October, on a cruise after the *Alabama*, Captain Baldwin having been notified of her appearance off Ceylon. The *Florida* and *Georgia* were both being rapidly fitted out at Brest and Cherbourg respectively. The former was expected to be put to sea in a few days. The *Rappahannock* was being rapidly completed at Calais. The Federal steamer *Kearage* was outside of Plymouth Sound on the 10th.

A LETTER dated Hong Kong, October 1, says: "The *Wyoming* (one of the vessels of our navy) brought down from Kanagawa (Japan) an invalid British consul and her British Majesty's mails, and came in here to land them, sending the said consul and mails ashore in the ship's boat in charge of an officer. She steamed slowly through the harbor, awaiting the return of her boat, but while doing so was boarded by a messenger from the Governor of Hong Kong, who read the Queen's Proclamation, and forbade her to anchor." This reception is not the kind which was given at Cape Town to Captain

Semmes, of the *Alabama*, when the whole town rushed to the wharves and crowded his vessel to give him a hearty welcome.

ADMIRAL Dahlgren has lately issued a General order in relation to the discharge of picket duties by the Monitors and boats of the squadron, some of the provisions of which show a thoughtfulness for the men and officers engaged in this perilous and exposed duty which is highly commendable. Accommodation and fires are provided for the men on board one of the ships of the squadron, the men are to be supplied with hot coffee and tobacco, and allowed to smoke in the boats when their position will not be betrayed by doing so. The general command of the vessels and boats engaged in picket duty has been assigned to Commodore Rowan, of the *Ironides*.

ARMY GAZETTE.

DISMISSALS

During the week ending Saturday, December 19, 1863.

Major William Van Wagenen, 150th New York Volunteers, to date July 1, 1863, for conduct unbecoming an officer and gentleman, in making a false statement under oath.

Surgeon P. A. Quinan, 150th Pennsylvania Volunteers, to date November 23, 1863, for absence without proper authority.

Captain John J. Kase, 17th Missouri Volunteers, to date December 3, 1863, for scandalous conduct while drunk in a public ball-room, and resisting arrest by the police; erroneously published December 16, 1863, as Captain John Keys, 17th Missouri Volunteers.

Captain William D. Reitzel, 2d Pennsylvania Reserves, to date December 7th, 1863, for absence without proper authority, misbehavior in the presence of the enemy, and violation of General Orders No. 92 of 1862, by visiting improper places of amusement while under medical treatment.

Captain George A. Yeager, 50th Pennsylvania Volunteers, to date November 23, 1863, for conduct unbecoming an officer and gentleman, breach of arrest, and absence without leave.

Captain R. McConnell, 150th New York Volunteers.

Captain M. W. Oliver, 145th Pennsylvania Volunteers.

Captain W. A. Howe, 7th Ohio Volunteers, to date November 23, 1863, for failing to report at Seminary Hospital, Georgetown, D. C., on expiration of leave of absence.

Captain Isaac D. Sailer, 16th United States Infantry, Assistant Commissary of Musters, to date December 17, 1863, with loss of all pay and allowances, for accepting money from an officer of the volunteer forces, as a fee for mustering the said officer into the service of the United States.

Captain Daniel Henkle, 110th Pennsylvania Volunteers, to date November 20, 1863, for absence without proper authority.

Assistant Surgeon J. C. Ferguson, 7th Ohio Volunteers, to date November 23, 1863, for failing to report at Seminary Hospital, Georgetown, D. C., on expiration of leave of absence.

Assistant Surgeon Charles Stein, 5th New York Volunteers, to date November 30, 1863, for absence without proper authority.

First Lieut. William G. McConnell, 62d Illinois Volunteers, to date December 4, 1863, for violation of the 5th Article of War.

Second Lieutenant Lemuel Eisher, 2d New Jersey Cavalry, to date November 2, 1863, for absence without proper authority; erroneously published November 25, 1863, as Second Lieutenant Samuel Fisher, 2d New Jersey Cavalry.

Second Lieutenant Frank Y. Commagere, 67th New York Volunteers, to date November 30, 1863, for absence without proper authority.

DROPPED.

By direction of the President, the name of Second Lieutenant Alonzo Carroll, 1st Regiment Potomac Home Brigade, Maryland Volunteers, has been dropped from the rolls of his regiment, to date April 6, 1863, for desertion.

RESTORED TO COMMISSION.

Captain John P. Seeman, 29th Wisconsin Volunteers, heretofore dismissed, is restored, with pay from the date at which he rejoins his regiment for duty, provided the vacancy has not been filled by the Governor of his State.

DISHONORABLY DISCHARGED.

Major John T. Ross, 11th Missouri Volunteers, to date December 19, 1863, having tendered his resignation on surgeon's certificate while under charges for conduct unbecoming an officer and gentleman.

NOTICE TO DELINQUENTS.

The following named officers, having been reported at the headquarters of the Army for the offences hereinafter specified, are hereby notified that they will stand dismissed from the service of the United States unless within fifteen (15) days from December 21, 1863, they appear before the Military Commission, in session in Washington, of which Brigadier-General Ricketts, United States Volunteers, is president, and make satisfactory defence to the charges against them:

Absence without proper Authority.

First Lieutenant E. L. Bishop, Quartermaster 100th New York Volunteers.

Captain Milton C. Dove, Company K, 1st Maryland Cavalry.

Second Lieut. William H. White, Company G, 29th Pennsylvania Volunteers.

Second Lieut. George W. Hillary, Company F, 29th Pennsylvania Volunteers.

In the city of Washington, D. C., without authority, and failing to report at Headquarters Military District of Washington, in arrest, as ordered.

First Lieutenant H. T. Lee, Company A, 4th New York Artillery.

Fraudulent conduct, in receiving pay twice for the same time, from different Paymasters.

First Lieutenant and Adjutant James W. Stanley, 6th New York Cavalry.

EXEMPT FROM DISMISSAL.

The following named officers, charged with offences, and heretofore published, are exempt from being dismissed the service of the United States, satisfactory defence having been made in their respective cases:—

Captain T. H. Carpenter, 17th United States Infantry.

Captain G. B. Cadwallader, Assistant Quartermaster of Volunteers.

TO BE RECOMMENDED FOR DISMISSAL.

The following officer having been reported at the headquarters of the Army for the offence hereinafter specified, is hereby notified that he will be recommended for dismissal from the service of the United States unless within fifteen (15) days from Dec. 21st, 1863, he appear before the Military Commission, in session in Washington, of which Brigadier-General Ricketts, United States Volunteers, is President, and make satisfactory defence to the charge against him:—

Failing to report at Annapolis, Md., as ordered.

Captain William F. Conrad, Commissary Subsistence of Volunteers.

SENTENCES OF COURT MARTIAL.

Private Jacob Bowers, 1st N. Y. Mounted Rifles, to be confined at hard labor for life, for desertion.

Private William J. Boyle, Troop H, 1st N. Y. Mounted Rifles, to be hung for the murder of First Lieutenant Disorway, Acting Provost-Marshal of Williamsburgh, Va., on the 13th of October last.

Private William H. Blake, 62d Ohio Vols., to be hung for the murder of Artificer Stephen Redson, 1st Pa. Artillery, on the 2d of October last.

Lieutenant Edward Bliss, Co. K, 11th Conn. Vols., to be publicly reprimanded, for absence without leave.

Sentences in the foregoing cases have been approved by Major-General Butler, and ordered to be carried into execution.

Private Herman Meler, Troop A, 1st N. Y. Mounted Rifles, sentenced to be shot for desertion. In consideration of his long service in the army, and his wounds received therein, General Butler has commuted his sentence to confinement at hard labor for one year, with loss of all pay and allowances.

Second Lieutenant John Miller, 14th Illinois Cavalry, to be dismissed the service, for engaging in selling liquors and keeping and attending a bar in a house of prostitution, while in the uniform of a U. S. officer. Sentence approved by the Secretary of War.

Second Lieutenant W. H. McKee, Co. L, 56th N. Y. Vols., to be dismissed the service, for conduct prejudicial to good order and military discipline, and disobedience of orders.

Captain James S. Book, Co. A, 76th Pa. Vols., to be dismissed the service for absence without leave, and conduct prejudicial to good

order and military discipline. Sentence in both cases approved by Major-General Gillmore.

NAVY GAZETTE.

REGULAR NAVAL SERVICE.

DETACHED.

Commander A. A. Harwood, from the command of the Potomac Flotilla, to take effect the 31st instant.

Commander J. M. R. Clitz, from the command of the *Junata*, and ordered to command the *Oceola*.

Lieutenant Commander John G. Walker, from temporary duty at Boston, and preparatory orders to command the *Saco*.

Lieutenant Edward A. Walker, from the *Maratona* and ordered to the *Chicopee*.

Lieutenant R. H. Samson, from the *Nansemond* and ordered to command the *Geddyburgh*.

Second Assistant Engineer A. K. Fulton, from special duty at New York and ordered to special duty at Baltimore.

Paymaster Thomas C. Master, from the *Junata* and ordered to settle his accounts.

Captain T. P. Green, from the *Santiago de Cuba*, and awaiting orders.

Lieutenant B. P. Smith, Lieutenant Commander J. S. Maxwell, Lieutenant Albert Kutz, Surgeon Albert Schriver, Ensigns E. S. Crowninshield, and Wm. W. McClay; First Assistant Engineer Henry M. Robie, Second Assistant Engineers Francis Croning and Wm. Pollard, Third Assistant Engineers Richard D. Dodge, Phillip H. White and Alber G. Bonsall, and Boatswain Thomas G. Bartlett, from the *Junata* and awaiting orders.

Boatswain Charles Miller, from the *Sacramento* and awaiting orders.

Commander Edward Laties, from the command of the Receiving Ship at Boston and ordered to command the Receiving Ship at Baltimore.

Commander Thomas G. Corbin, from ordnance duty at Philadelphia and ordered to command the *Augusta*.

Lieutenant Charles E. Hawley, from the Receiving Ship *North Carolina* and granted two weeks' leave of absence.

Master Julius J. Bohrer, from the Receiving Ship at Baltimore and ordered to special duty connected with recruiting.

Lieutenant Commander David B. Harmony, from special duty at New York and ordered to command the *Tahoma*.

Carpenter William Hyde, from the Norfolk Navy Yard and awaiting orders.

Lieutenant Commander A. A. Semmes, from the command of the *Tahoma* and ordered North.

Commander Foxhall A. Parker, from the Washington Navy Yard and ordered to command the Potomac Flotilla.

Third Assistant Engineer George W. Stiles, from the New York Navy Yard and ordered to the *Union*.

Lieutenant Commander E. T. Bradford, from the *De Solo*, and ordered to the Naval Academy.

Third Assistant Engineer Joseph B. Upham, from the *Agamenticus* and ordered to the *Chicopee*.

ORDERED.

Captain Charles Green, to command the Receiving Ship at Boston.

Assistant Paymaster A. S. Pritchard, to the *Wyalusing*.

Boatswain John Bates, to the *Sacramento*.

Carpenter John McFarlane, to the Norfolk Navy Yard.

Boatswain Wm. Long, to the *San Jacinto*.

Lieutenant John Wiedeman, to the *Oceola*.

Lieutenant Tecumseh Steece, to the *De Solo*.

Third Assistant Engineer Orleans Longacker, to the *Waterloo*.

Paymaster Charles W. Abbott, to special duty at New York.

Lieutenant Arthur E. Yates, to the *Augusta*.

ORDERS REVOKED.

Assistant Surgeon Edgar Holden's orders to the Pacific Squadron revoked and ordered to the *Sassacus*.

Acting Ensign R. P. Huntington's orders to the *Tuscarora* revoked and awaiting orders.

RESIGNED.

First Assistant Engineer Henry C. Victor.

VOLUNTEER NAVAL SERVICE.

ORDERED.

Acting Assistant Paymaster George S. Spratten, to the *Waterloo*.

Acting Ensign Edward L. Bourne, to the *Tacony*.

Acting Master Wm. H. Bulls and Acting Ensign Edward F. Rowe, to the *Pocahontas*.

Acting Ensign Charles S. Barney, to the *Somerset*.

DETACHED.

Acting Third Assistant Engineer Robert Lavesty, from the *Catkill* and awaiting orders.

Acting Ensign Joseph W. Chandler, from the *St. Lawrence* and ordered to the *Pocahontas*.

Acting Ensign David Daniel, from the *Oceola* and ordered to the *Pocahontas*.

Acting Ensigns James B. Taney and Thomas Solding, from the *Santiago de Cuba* and ordered to the *Tacony*.

Acting First Assistant Engineer Wm. E. Moore, from the *Santiago de Cuba* and ordered to the *Pocahontas*.

Acting Second Assistant Engineer Wm. W. Tunis, from the *Flag* and ordered to the *Peterhoff*.

Acting Ensign John B. Trott, from the *Tennessee* and ordered North.

Jonas S. Higbee, from the *Somerset* and ordered North.

Acting Ensign Sidney Hall, from the *Portsmouth* and ordered to the *Tennessee*.

Acting Master Henry R. Billings, from the *Portsmouth* and ordered to the *Vincennes*.

Acting Assistant Surgeon John H. Aldridge, from the Washington Navy Yard and ordered to the *North Carolina*.

Acting Assistant Surgeon John Blackmer, from the *Ohio* and ordered to the *North Carolina*.

Acting Assistant Surgeon J. H. Darling, from the *Ohio* and ordered to the East Gulf Blockading Squadron.

APPOINTED.

Philon G. Whiddon, Acting Assistant Surgeon, and ordered to the *Ohio*.

Daniel W. Chipman, Acting Second Assistant Engineer, and ordered to the *Proteus*.

John H. Doughty and Rodney T. Carter, Acting Third Assistant Engineers, and ordered to the *Pocahontas*.

William Lordan, Acting Gunner, and ordered to the *Tacony*.

Claude Vantine and George Disney, Acting Third Assistant Engineers, and ordered to the Brooklyn Navy Yard.

CONFIRMED.

Acting Ensigns James A. Crossman and Richard C. Dawes, of the New York Navy Yard.

Acting Third Assistant Engineer Lucas Golden, of the *Arizona*.

Acting Ensign and Pilot Forrest B. Owens, of the South Atlantic Blockading Squadron.

Acting Ensign Marcellus Jackson, of the East Gulf Blockading Squadron.

PROMOTED.

Acting Master Charles H. Rockwell, commanding the *Two Sisters*, to the grade of Acting Volunteer Lieutenant.

Acting Ensign J. P. Randall, of the *Tahoma*, to the grade of Acting Volunteer Lieutenant, for gallantry displayed in the expedition to Hillsboro River, Fla.

Acting Ensigns Richard M. Cornell, of the *Unadilla*, and Henry P. Conner, of the *Tioga*, to the grade of Acting Masters.

LEAVE OF ABSENCE.

Acting Ensign P. Merchant, of the *St. Lawrence*, seven days.

Charles L. Meaney, of the *Exchange*, thirty days.

Acting Assistant Surgeon B. F. Wilson, of the Mississippi Squadron, sixty days.

DEATHS

Reported to the Navy Department for the Week ending December 12, 1863.

Brigham Brown, seaman, typhoid fever, December 11, U. S. steamer *Sassacus*.

Wm. Russell, landsman, colic, December 4, Naval Hospital, New York.

John N. Thompson, landsman, consumption, December 11, U. S. steamer *Union*.

Alex. Ellison, third class boy, consumption, November 21, U. S. steamer *Arizona*.

Wm. Mitchell, third assistant engineer, remittent fever, November 19, U. S. steamer *Arizona*.

John Murphy, second class fireman, remittent fever, November 20, U. S. steamer *Arizona*.

Thomas Shaw, landsman, remittent fever, November 12, U. S. steamer *Arizona*.

John H. Smith, landsman, remittent fever, November 4, U. S. steamer *Arizona*.

Ed. S. Rose, acting master's mate, small-pox, November 13, U. S. steamer *Fredonia*.

William Arnold, landsman, diarrhoea, December 3, U. S. steamer *Chillie the*.

George Cox, landsman, drowned, November 30, U. S. steamer *Reindeer*.

Jease Tare, landsman drowned, November 30, U. S. steamer *Reindeer*.

Nicholas Coyle, first assistant engineer, dysentery, September 24, U. S. steamer *Norwich*.

Thomas S. Keibel, seaman, consumption, December 11, Naval Hospital, New York.

Isaac Webb, first-class boy, disease of heart, November 20, U. S. steamer *Vermont*.

Wm. Kennehan, landsman, disease of brain, November 22, U. S. steamer *Iron Age*.

The following is a list of the officers and men lost on board the U. S. steamer *Weehawken*, off Charleston harbor December 6:—

Third Assistant Engineers, Henry W. Menan, Augustus Mitchell; Acting Third Assistant Engineers, George W. McGowan, Charles Sponberg; Seamen, Thomas Piper, James Scollen, John Buckley, John Kerrigan, John Carpenter, Joseph Crogan, Charles F. Davis, John Williams, 2, Charles H. Wilson, Wm. H. Williamson, Christian Anderson, John Rutledge, Ralph Anderson, Ed. Gayhan, Ed. Mullen, Michael Chines, James Lennon, Thomas Hec (or Hec), Robert Nugent, Thomas Donovan, Wm. G. Pike, George Leighton, Henry Sumner, Thomas Stothers, Thomas Danlon, Stephen C. Newman.

MEDICAL DEPARTMENT.

RELIEVED.

Surgeon John Stegman, 6th U. S. Colored troops, has been relieved from duty in the Department of the Cumberland, and ordered to report to the Surgeon-General at Washington, D. C., for duty.

Medical Cadet John C. Minor, U. S. A., has been relieved from duty in the Army of the Cumberland, and ordered to report in person, without delay, to the commanding General, Department of the Susquehanna, for assignment to duty in one of the U. S. General Hospitals of Philadelphia, Pa.

The following Hospital Stewards, U. S. Army, have been relieved from their present duties, and ordered to report in person, without delay, to Surgeon O. M. Bryan, U. S. Vols., Medical Director, Department of New Mexico, at Santa Fe, New Mexico: John C. Russell, A. H. Johnson, Augustus Flynn, and John A. Hollan, now on duty in the Department of Washington; Charles H. Thomas and A. C. Waterman, now on duty in the Department of the Susquehanna; Charles Enfield and S. S. Boyle, now on duty in the Middle Department.

LEAVE OF ABSENCE EXTENDED.

The leave of absence granted Surgeons William Forrester, 5th Kentucky Cavalry, W. F. McCurdy, 57th Penn., W. M. Houston, 122d Ohio, J. H. Whitney, 13th Mass., E. W. H. Beck, 3d Indiana Cavalry, Assistant Surgeons E. M. Howland, 24th Ohio, D. S. Clark, 25th Illinois, B. R. Thoms, 89th Illinois Vols., have been extended ten days.

The permission to delay reporting for duty with their regiments granted Assistant Surgeons J. J. Sheldon, 45th Ohio, and H. Griswold, 11th Michigan Vols., has been extended ten days.

The permission to delay reporting for duty to their regiments granted Surgeons William H. Lemon, 52d Indiana, Lucius J. Dixon, 1st Wisconsin, J. Marcus Rice, 25th Mass. Vols., Assistant Surgeons A. H. Landis, 55th Ohio, A. H. Mann, 1st Rhode Island Cavalry, J. C. Norris, 21st Penn., W. A. Carmichael, 2d Ohio, D. D. Benedict, 17th Ohio, Josiah L. Brown, 116th Ohio, Samuel Holzman, 58th Indiana Vols., and Gustavus Bingel have been extended respectively ten, twelve, and fifteen days.

REVOKED.

So much of special order from the War Department as dismissed Surgeon James C. Fisher, U. S. Vols., has been revoked, and he has been reinstated in his former position, with pay from date of dismissal.

DISCHARGED.

Sergeant James Mingay, Co. F, 115th N. Y., Privates John W. Smith, 121st Ohio, Robert J. Strong, 1st Minnesota, James M. Masters, 27th Illinois Vols., Lucian Dille, 15th Indiana Light Artillery, and W. M. Gardner, substitute, have been discharged the service, with a view to their enlistment as Hospital Stewards in the U. S. Army.

Surgeon William H. Gominger, for physical disability.

DISMISSED.

Surgeon P. A. Quinan, 150th Pa. Vols., for absence without leave.

RESIGNED.

Surgeon S. F. Elliott, U. S. Vols.

HOSPITALS NAMED.

The new General Hospital recently established at the Presidio of San Francisco, has been named the "Hammond General Hospital," in honor of Surgeon-General Hammond, U. S. A.

The General Hospital at Benicia Barracks, Benicia, Cal., has been named the "Barnes General Hospital," in honor of the Medical Inspector-General, and now Acting Surgeon General. By order of General Wright, commanding Department of the Pacific.

A DISTURBANCE occurred among the negro soldiers at Fort Jackson, Louisiana, on the 9th. The negroes had taken offence at one of the officers in command and swore vengeance. In trying to get possession of his person they encountered more opposition than they anticipated, and fired some shots at random and into the air. Not a person, however, was injured, and the whole affair did not last half an hour. The officers easily quieted the men, and they have not since made any demonstrations.

THE funeral of Major-General John Buford took place in Washington on the 20th instant, from Rev. Dr. Gurley's church, in which the religious services were held. The escort comprised a regiment of the Invalid Corps, four guns of Battery I, 5th U. S. Artillery, and a detachment of "Scott's 900" Cavalry, all under General Stoneman. Major-Generals Heintzelman, Augur, Casey, Hancock, Doubleday, Schofield, Warren and Sickles acted as pall-bearers. The remains were escorted to the depot, and thence conveyed to West Point, N. Y., for burial.

THE sentences of Privates Alfred Yates and George W. Casey, found guilty of being rebel spies and condemned to be hung, have, upon the recommendation of the General commanding the Department of Missouri, been commuted by the President to imprisonment in Alton, Ill., Penitentiary during the war.

JAMES M. Patrick and Dennis Carroll, citizens of Cooper county, Missouri, have been condemned to be "shot to death," for joining a band of rebel marauders and assisting in the destruction of property of peaceable and loyal citizens of that State. The President approves the sentence.

On Saturday last the President and Mrs.

A WEEKLY NEWSPAPER, DEVOTED TO THE INTERESTS OF THE ARMY AND NAVY, AND TO THE DISSEMINATION OF CORRECT MILITARY INFORMATION.

The ARMY AND NAVY JOURNAL is established in the interests of no party; it will be controlled by no clique. Its independence will be absolute. Avoiding all personal and political bias, its influence will be directed solely to the inculcation of sound military ideas, and to the elevation of the public service in all its departments. Its pages will be devoted to impartial military criticism by competent authorities, to the dignified discussion of topics coming within the scope of its observation, and to a full and reliable record of all subjects of interest to those in any way connected with military or naval affairs, of Engineering, which now has so intimate an association with warlike operations, will receive adequate attention in this connection, and the interests of our Commercial Marine will also have an appropriate place. Among other matters the columns of the JOURNAL will contain from week to week:

A summary, in short, of whatever occurs in all parts of the world of value to our Army and Navy. No effort will be spared to make the JOURNAL complete in all its parts, and communications on any subject within its province are at all times invited from those interested in the Art of War. It shall be the Military and Naval gazette, but at the same time a lively journal, which will be read with interest by the families and friends of those connected with the public service and by the great body of the intelligent public.

The importance which Military and Naval affairs have assumed in the United States imperatively demands that they should have in the press an adequate representative, which, by its ability, entire impartiality in the discussion of subjects coming under its notice, its official recognition and thorough devotion to the National Union, shall commend itself to the public and to the Army and Navy, and become a room. The JOURNAL is established in obedience to such a demand, and it shall be the purpose of the proprietor to make a paper which our soldiers and sailors will be proud to recognize as their organ, and which shall be unexcelled in completeness and ability by any of its class in the world. Arrangements for editorial aid have been made with some of the most competent writers on Military and Naval affairs in the country, and for such official and departmental assistance as will secure to the JOURNAL early and complete notices of changes, orders, &c.

From the numerous expressions of approval the ARMY AND NAVY JOURNAL has awakened in the Army we select the following:

From Major-General George G. Meade.

HEADQUARTERS ARMY OF THE POTOMAC,
WASHINGTON, D. C., September 14th, 1863.

W. C. Church, Esq., 192 Broadway—
DEAR SIR:—I have received several numbers of the ARMY AND NAVY JOURNAL, and have noted with satisfaction the evidence they bear of the promise of usefulness of this journal. It affords me sincere pleasure to add my contribution to its maintenance, and I therefore herewith enclose the annual subscription, \$5.

Very respectfully, your obedient servant,
GEO. G. MEADE, Major-General Commanding.

"It would seem that the country requires such a paper, and I trust it will meet with such success as to secure the work of the kind—one that shall be a standard—has been entered. My best wishes are with all connected with the enterprise."

From Major-General W. H. French, Commanding 3d Army Corps.

"To say that the ARMY AND NAVY JOURNAL is commensurate with what should be representative of our present great military establishment, is what I really think."

From Major-General G. H. Thomas, Commanding 10th Army Corps.

"It will afford me much pleasure to recommend the ARMY AND NAVY JOURNAL to officers in my portion of the Army, and I take this opportunity to express my gratification that its destiny is in such hands."

From Major-General James S. Negley, Second Division 4th Army Corps.

"You possess my personal and official interest in your enterprise. Whatever contributes to the efficiency or success of the Army has my friendly consideration."

From Prof. H. Cooper, University of Pennsylvania.

"A good paper of this kind has long been needed. Every former effort within my knowledge has been a failure; but your promises to be a brilliant success. Its varied service intelligence and official information—its excellent articles, scientific, new, and yet practical—its high tone and liberal spirit—are all that could be desired. The form, paper, and type are admirable; and your own military experience will put your journal in sympathy with both officers and men in our service."

Of the numerous notices of the newspaper press, we have room only for the following:

The ARMY AND NAVY JOURNAL is an honor to itself and to the service, both regular and volunteer. It received in advance the approval of some of our most distinguished military and naval officers, who spoke from their knowledge of the character and standing of those who had the matter in hand. It should be taken by every army officer in the field, and by every officer in the Navy, as well as by our militia officers; and our more intelligent private soldiers also, as well as the general public, will find its discussions of the subjects of military science, Army and Navy officers, and professors in our Military and Naval academies, its proprietor, Capt. W. C. Church, lately of Major-General Broadway.—New York Times.

From the New York Correspondent of the Boston Post.

(NON-EXTER.)
The new ARMY AND NAVY JOURNAL has proved a success from the start. Handwritten, printed, full of variety, well edited, and liberally conducted, this paper leaves little to be desired in its special line of journalism. Its subscription list has already attained to a very respectable number of thousands, and the paper has every prospect of reaching a degree of prosperity equal to its great deserts. Among its contributors are many of our Military and Naval heroes of highest repute—men whose names at the bottom of official dispatches have made the national heart beat quickly, and whose names are prominent in the sure establishment of a journal whose want has long been felt. Civilians who wish to be even with the events now on the double quick through the land—as well as persons of military taste—must be indisputable of the day.

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YOUNG-SWEET.—In Providence, R. I., Dec. 17, by Rev. Henry C. Graves, Lieut. GEORGE FREDERICK YOUNG, Signal Officer U. S. Army, to Miss MARY JANE, daughter of the late Menzies Sweet, Esq.

PARRY-DIMICK.—At Boston, Dec. 17, at the Church of the Advent, by Rev. Dr. Boker, Lieutenant EDWARD RANDOLPH PARRY, 11th U. S. Infantry, and FRANCES EMMA, youngest daughter of Colonel Justin Dimick, U. S. Army.

BRECHER-BENEDICT.—On Thursday, Dec. 17, at the residence of the bride's father, by the Rev. Henry Ward Beecher, to HATTIE J., eldest daughter of Lewis S. Benedict, Esq., of Brooklyn, N. Y.

GLISSON.—HAMELIN.—On Thursday, October 8, by the Rev. Thomas Brainerd, D. D., HENRY Y. GLISSON, Paymaster U. S. Navy, to MARIA THERESA, eldest daughter of John Lawrence Hamelin, Esq., of Philadelphia.

WILSON-ROBERTS.—On Thursday, Dec. 17, at Trinity church, Cambridge, Pa., by the Rev. D. H. Abbott, Mr. CHAS. H. WILSON, Surgeon of the Forty-ninth regiment, Pennsylvania Volunteers, to MARIA A., second daughter of Lebeus Egerton, Esq., of Cambridge.

HIGLINGS-EMLY.—At Prospect Hill, Pa., on the 17th inst., by Friends ceremony, in the presence of Mayor Forker, to MARY L., daughter of the late Wm. S. Emly, of Borden town, N. J.

MCLEAN-WOOD.—At the Naval Asylum, Dec. 10, by Rev. Dr. Presley, of Pittsburgh, Pa., HENRY W. MCLEAN, 3d Assistant Surgeon, to HENRIETTA THURNTON, daughter of Rev. Henry Wood, Chaplain U. S. Navy. No cards.

DIED.

MCNEILL.—In camp near Stevensburg, Va., on Sunday, Dec. 13, of pneumonia, JOHN MCNEILL, Captain of Company D, Sixty-sixth regiment New York State Volunteers, aged 25 years, 4 months and 18 days.

FAUST.—On the 16th inst., in camp near Bealton Station, Va., of typhoid pneumonia, Captain HORACE B. FAUST, Company D, Ninety-first regiment Pennsylvania Volunteers, son of David and Jane Faust, in the 21st year of his age.

DUDLEY.—At Farmington, Me., Nov. 26, CHARLES S. DUDLEY, of the Engineer Department, U. S. Navy, son of the late port, Mass., aged 22.

MERIAN.—Drowned, on board iron-clad *Webster*, off Cape Cod, Dec. 6, HENRY W. MERIAN, 3d Assistant Engineer, U. S. Navy, aged 23 years and 11 months, only son of J. J. Merian, of Brooklyn.

DILLON.—On the 16th of December, of consumption, ARTHUR J. DILLON, aged 22 years and 8 months, A. A. Paymaster, U. S. Navy, son of the late Colonel F. M. Dillon.

ROCKWELL.—At Baton Rouge, La., on the 3d inst., Capt. WM. W. ROCKWELL, son of Hon. Julius Rockwell, of Pittsfield, Mass., aged 25 years.

HOVEY.—At New York, 15th inst., Rev. J. PARSONS HOVEY, D. D., pastor of the 11th street Presbyterian church, and chaplain of the 71st regiment New York State Militia.

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U. S. COLORED TROOPS,
No. 350 Fourth-st., New York,
December 16, 1863.

I. The Twentieth Regiment United States Colored Troops will be raised under an authorization granted on the application of a Committee of the Union League Club of New York City.

II. It is the only regiment of colored men authorized to be raised in the State of New York. By order of the Secretary of War, all colored men heretofore enlisted or drafted in this State, or who may hereafter enlist, are assigned to this regiment. All Provost-Marshal's are, by the same authority, directed to muster in recruits and to forward them to the rendezvous of the Regiment at Riker's Island, near New York.

III. Recruits enlisted in this Regiment will be counted upon the quota of the towns or wards to which they belong, in the same manner as other volunteers.

IV. The headquarters of the regiment have been, for the present, established at No. 350 Fourth-st., two doors east of Broadway, where all applications upon matters connected with the regiment should be made.

All communications should be addressed to Mr. VINCENT COLYER, who has been appointed General Superintendent of Recruiting.

V. Persons desiring authorizations to recruit, with a view to obtaining positions in the regiment as line officers, should make application in writing, and furnish evidence of character and standing. For proper persons, permission to appear before the Examining Board at Washington will be obtained. All officers must pass this examination. Preference will be given to those who are now in the service as non-commissioned officers or otherwise, or who have seen service in the field.

VI. Proper persons, both white and colored, will be employed throughout the State as recruiting agents, who shall recruit men, but without themselves expecting positions in the regiments. Applications for such appointments should be made in writing, accompanied by recommendations showing the standing and influence of the applicants in the locality where they desire to recruit.

VII. The following expenses will be paid by the Committee:

First: The necessary expenses of transporting recruits by the usual public conveyance from the place of enrollment to the nearest Provost-Marshal or Muster Officer. The rate of payment, will not exceed the Government rate of two cents per mile by railroad, and three cents per mile by stage. This expense will be paid as well for rejected as for accepted men, provided the Examining Surgeon shall certify that the cause of rejection was not such that the recruiting officer or agent should have himself discovered it. The vouchers upon which such payments will be made will be the bills specifying the names of the persons transported, the place from and to which, the distance and mode of transportation, and evidence of muster into service or of rejection. In the case of rejected men, it should appear that the applicant was a colored man.

Second: So long as the United States does not pay the premium of fifteen dollars per man for recruits for this regiment, the Committee will pay ten dollars to every person bringing an acceptable recruit, on the production of evidence of muster.

Third: In special cases allowances will be made for advertising, printing, and other expenses.

VIII. Recruits will receive the State bounty of seventy-five dollars, and also the local bounty paid to other volunteers at the place of enlistment. They will not receive any United States bounty. Their pay is at present ten dollars per month, though it is believed that Congress will at once increase the pay of all soldiers, and place the blacks on an equality with the whites in this respect, and a bill for that purpose has been already presented. Such increase of pay will apply to all, no matter when enlisted.

In the City of New York relief will be given to the families of volunteers in the same manner as to white men, and it is believed that the same rule will prevail throughout the State.

IX. Recruiting officers and agents authorized by this Committee will be strictly required to see that the recruit receives into his own hands the entire State and local bounty.

X. The Committee will endeavor in every manner to protect recruits from impositions, and will secure them proper treatment after they are received by them.

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SALE OF REAL ESTATE IN THE

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Under the direction and instructions of the President of the United States, issued of the date of September 11th, 1863, in pursuance of the 11th section of an act entitled "An Act for the Collection of Direct Taxes in Insurrectionary Districts within the United States, and for other purposes," approved June 7, 1862, and an act amendatory of the said act, approved February 6th, 1863, we Abraham D. Smith, William E. Wording, and William Henry Brisbane, United States Direct Tax Commissioners for the District of South Carolina, do hereby declare and make known that a public sale will be held at the office of the Commissioners aforesaid, in the town of Beaufort, State of South Carolina, on Monday, the 18th day of January, 1864, at 10 o'clock, A. M., of said day, for the disposal of the several lots, parts of lots, and blocks of land constituting the town of Beaufort aforesaid, together with the buildings thereon, to wit: Block One (1) to Block One Hundred and Thirty-seven (137) inclusive, according to a plat or map made of said town, February, 1863, duly established and authenticated by said Commissioners, and recorded in Valuation Book "A" of said Commission.

The following blocks, lots, and parts of lots are excepted and reserved from said sale, to wit: Lot B in Block 5; Blocks 15 and 16; Lot A in Block 21; Blocks 24 and 32; Lot B in Block 33; Lot A in Block 34; Lot A in Block 35; Lots D and F in Block 36; Lot A in Block 44; Lot C in Block 47; Lot D in Block 48; Lot E in Block 50; Lots B and D in Block 55; Lot B in Block 57; Lots A and C in Block 59; Lot F in Block 60; Lot D in Block 63; Lots A and D in Block 67; Lots A and F in Block 69; Lots A, B, C and D in Block 70; Lot A in Block 77, Blocks 78, 79, and 89; Lot A in Block 90 and Blocks 124, 125, 131 and 132 of said plat; and, also, all lots, parts of lots, blocks, and buildings now occupied, and continuing to be occupied to the close of said sale, as military and naval hospitals, and as offices and storehouses of the Quartermaster's Commissary, and Ordnance Departments, and Revenue and Police purposes.

Said sale shall not be kept open longer than thirty days from the commencement of the same. The Commissioners reserve a single bid on each of said lots and blocks, to be publicly made by them, or by their authority, of such sum as they may deem eligible, not less than one third of the appraised value thereof. And any of the said lots, parts of lots, and blocks which shall not be bid to one-third of their appraised value will be withdrawn from sale. Given under our hands at Beaufort, South Carolina, this second day of November, 1863.

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MATTHEW T. BRENNAN, Comptroller.
CITY OF NEW YORK, DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, Nov. 16, 1863.

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